RAILROAD

FEBRUARY, 1965 MAGAZINE 50¢

The glory of the vanished Steam Age is evoked by Bob Collins' shot of the Canadian Pacific ten-wheeler 1074, class D-10-k, built by Alco in 1912 and pictured 48 years later at Scott Junction, Quebec. The 4-6-0 type itself dates back to 1847 and included the engines involved in two of the top railsongs of all time, *Casey Jones* and *The Wreck of the Old 97*.

Adventurous Railroading and Rail Hobbies

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . have a fast growing income . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable . . the electric Foamovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . easy to start . . so easy to service that women dealers often do it. We prefer you have no experience . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . **before** someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

Your Services Are Endorsed by McCall's Magazine, Amer. Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . .. to contact me, "if anyone could get it clean, I could".

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The value of your dealership and franchise grows monthly.

FREE BOOKLET tells how to Start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location should be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

The Duraclean Route to Success

in a dynamic business of your own

What it can mean to you

Mail this coupon TODAY

It may put you in business

Duraclean Co., 5-701 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ Zone____ State_____

Clip coupon—and take your first big step to real success! I.C.S., Scranton, Penna. 18515

Accredited Member, National Home Study Council

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75th YEAR

Box 452, Scranton, Penna. 18515 (In Hawaii: P.O. Box 418, Honolulu. In Canada: I.C.S. Canadian, Ltd., Montreal.)

Without cost or obligation, rush me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

New! Special Package for Women!

Name of the course in which you are interested_____

Mr.
Miss_____ Age_____ Address_____
Mrs.

City_____ State_____ Zip Code_____ Working Hours_____ A.M. to_____ P.M.

Occupation_____ Employed by_____

Low rates to members of U. S. Armed Forces!
Special training programs for industry

253 ways to win yourself a RAISE IN PAY

The average correspondence school graduate increases his income by $22.50 a week! I.C.S. is the largest, most experienced correspondence school: 7,000,000 students since 1890. Choose from more than 200 job-related courses. Learn facts, theories, practical applications. New, updated texts are yours to keep! Complete lesson and answer service. Diploma to graduates. Send our coupon for three free booklets.

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Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

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Show Card Writing
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FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor

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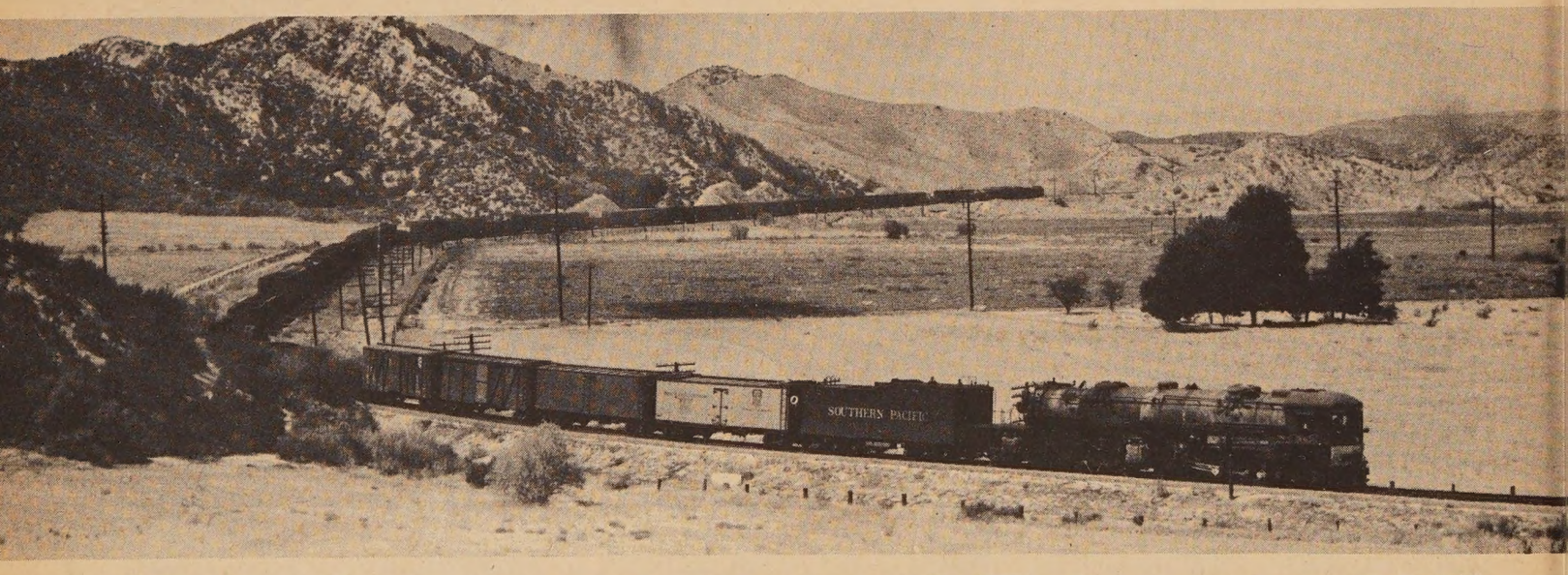
A Southern Pacific westbound freight train enters Soledad Canyon, five miles west of Saugus, Calif. Who knows why track was laid out that way?

Photographed by H.L. Kelso in 1947



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HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
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JOSEPH MUCCIGROSSO, *Subscription Manager*

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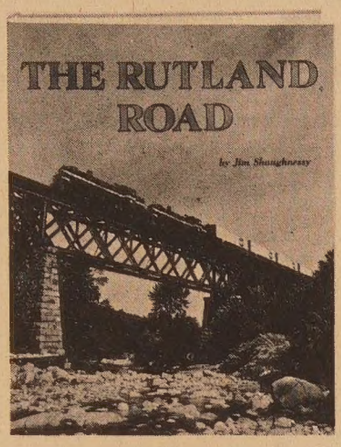
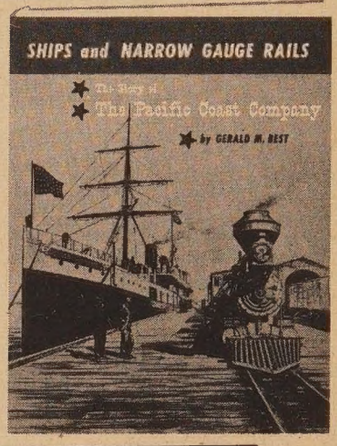


The Rutland Road by Jim Shaughnessy

378 pages—8½x11"—468 illustrations—Rosters—Maps—Index
The underdog Rutland was a railroad that traversed Vermont and New York State, hauled milk, other agricultural products and marble. Originally, passenger operations were very profitable but these faded in the mid-fifties, along with those of most other railroads. The road lasted for more than a century under all kinds of management, flood, strike, bankruptcy, receivership and war. Presently portions of the railroad are being operated as a freight line, while others are being run as a tourist attraction. A real bargain at....$10.00

Ships and Narrow Gauge Rails by Gerald M. Best

160 pages—8½x11"—215 illustrations—Maps—Rosters—Index
Here's the story of a fascinating rail-marine operation which blanketed the West Coast from Alaska to San Diego. It entails narrow gauge, standard gauge and steamships and was an important factor in the growth of the West. The book is wonderfully illustrated from the author's fantastic photograph collection, and meticulously researched. Gerald Best is a well-known railroad historian and photographer. $6.00



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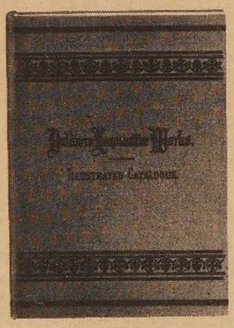

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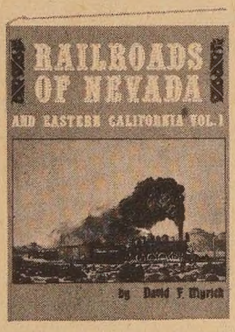

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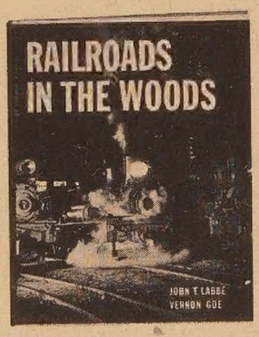

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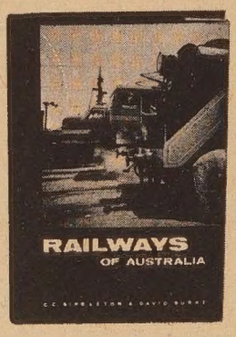

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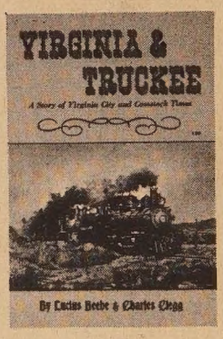

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THE MAIL CAR

where editors and readers meet

Miss Nell Storer and one of her railroad paintings, entitled "Last Journey."
Illinois Central Railroad

PERSONALITIES. Color-shot on our front cover this month was made by an Erie-Lackawanna train dispatcher, Bob Collins, 636 Wyckoff St., Wycoff, N.J., who also made our November '64 cover picture.

Mrs. Hilda Wiser's job as crossing guard in Laham, Md., is being abolished because the Pennsy is installing an automatic gate there, reports John Hilton. The company is giving her the guard's shack to set up in her back yard at 6117 Princess Garden Parkway, Lanham. Mrs. Wiser took the job 43 years ago to support her four children after her husband, a Pennsy employee, was injured in a train accident. She had to keep her eyes on the track eight hours a day: no books, radio, or TV.

In answer to a question, "What bugs you more than anything else?" Fred Pantin, signalman on the Long Island Rail Road, said: "I'm annoyed by people who smoke in non-smoking cars. It is most inconsiderate of the rights and privileges of those who, possibly for reasons of health, do not smoke. It's especially bad when the train is approaching a terminal and many smokers light up."

While commuting five days a week by the New York Central between Irvington, N.Y., and Grand Central Terminal, Dan Lacy wrote two books, *Meaning of the American Revolution* and an historical interpretation of American civilization. Mr. Lacy is managing director of the American Book Publishers Council. "I find a railroad train a congenial place in which to work," he says. His favorite way of writing is with a pencil on a yellow pad on a clip-board, to which he attaches his commuter's ticket so the conductor will leave him alone. One of his rules is never to waste time by looking out the window. Another is to ignore fellow travelers. ●

MISS NELL STORER, daughter of an Illinois Central watch inspector, really loves steam power. This girl, a talented watercolorist, opened an art gallery in her home town, Central City, Ky., in 1960 and the local Chamber of Commerce honored her by naming her "Woman of the Year."

Born in 1917, she lives at 309 Broad St., a block from the IC yards, with which she has had contact all her life. Nell paints, teaches art, lectures, judges art shows, and is an accomplished pianist. Her favorite subjects are railroads and coal mines. When she learned that the IC was scrapping its steam power, Nell felt she was losing some old friends and immediately began painting pictures in the Central City railroad yards.

One of Nell's paintings, entitled "Last Journey," shows the last two Illinois Central steam locos leaving Central City roundhouse to be scrapped. This picture has attracted so much attention that she is offering beautiful 13x16″ color prints of it, with mats suitable for framing, at $3.75 each. Also (if there is enough demand) 7x5″ reproductions at ten for $3. ●

EVERY evening passengers climb aboard the train that does not move an inch, to relax in its lounge listening to its "clickety-clack," and then spend the night in Pullmans or a roomette. The following morning they detrain in the exact spot where they boarded.

This odd train, known as the *Sioux Chief Traintel,* is an innovation in motel service. Located just off Interstate 29, near Sioux Falls, S.D., it is owned by Verl Thompson who was inspired by the idea when he saw a used train lot in Chicago.

Realizing that most youngsters had never been on a train, much less slept in one, he decided to offer overnight accommodations in the Sioux Falls "depot." Realistic moving train sounds are by means of a tape recorder.

Two Pullmans and one roomette car offer 38 sleeping rooms with 44 berths. Individual compartments have the usual upper and lower berths, private washrooms, and air-conditioned comfort.

Passengers staying overnight on the *Sioux Chief,* reports the *Christian Science Monitor,* include tourists from across the nation en route to or from Mt. Rushmore in the Black Hills. ●

LATE NEWS. Operation of regular high-speed trains with ultra-modern equipment at 125 miles per hour on the German Federal Railroad is scheduled to begin June 25th between Augsburg and the fair grounds of the International Exhibition of Transport at Munich. Electronic control towers, long sections of welded rail, and concrete ties are replacing oldstyle signal towers, ordinary rail, and wooden ties.

This train never runs. It is really a motel located near Sioux Falls, N.D.

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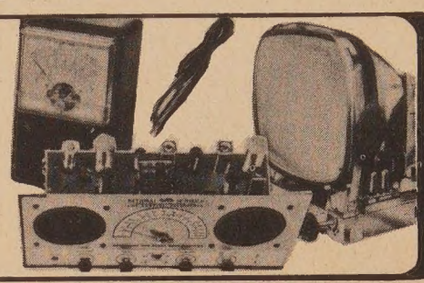

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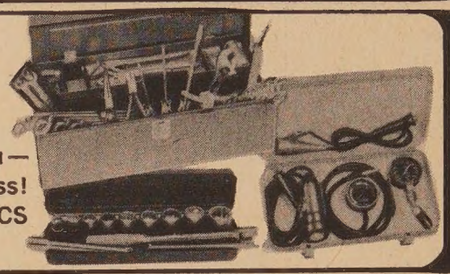

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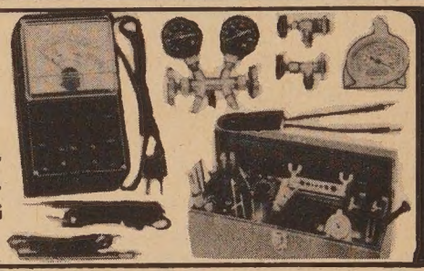

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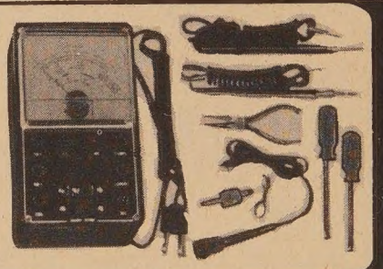

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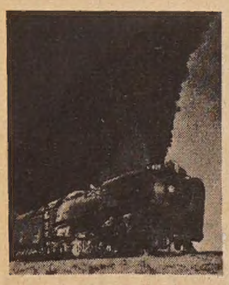

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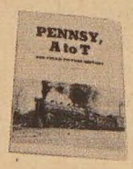

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The Pennsy is hauling more and more new automobiles. Early shipments of 1965 models increased by 112 percent over the previous year. Also, the Pennsy is extending its TrucTrain (piggyback) service directly to Puerto Rico and Central and South America through arrangements with steamship lines.

The Milwaukee Road has 22 new stainless-steel hi-level suburban coaches. They seat 160 passengers, provide a high degree of year-'round comfort with carefully controlled temperatures, foam rubber seats, tinted safety-glass windows, modern lighting, ample room for coats and luggage, and wide center doors for fast loading and unloading. The road really wants passengers.

A $7.3 million purchase order for 500 giant 100-ton covered hopper cars for the transportation of grain is announced by the New York Central.

The Santa Fe has donated the bell from one of its old steam locomotives, No. 5044, to the First Baptist Church of Amarillo, Texas. ●

ABOUT 40 years ago, the old Gulf, Mobile & Northern (now GM&O) bought a mud line in Mississippi known as the Jackson & Eastern, recalls Clarence E. Coffman, 355 W. 234th Pl., Wilmington, Calif. 90745. "At one point on the line, Sebastapol, was a marsh caused by several springs that had been unearthed in digging a cut. The section boss laid some pine poles end to end over the mud and cross-tied them for ballast.

"I was braking on the head end of a work extra for Conductor Duke Laddner. Our engineer, named Roberts, had just returned to work after losing a middle finger when his engine went through a flooded bridge. Well, we were hauling muck to build a fill, with a 2-10-0 engine—I think she was No. 202—that had been built for the Russian Government in 1917. She had a screw-type reverse and 54-inch drivers and carried 180 pounds of steam.

"We eased into the cut with its pine-pole ballast laid on blue clay that squirted up in big bubbles. It reminded me of a kid blowing bubble gum. I was standing on the tank steps and as the old girl was toppling over I jumped off, followed by the hogger and the fireman, and we all walked through the mud onto dry ground.

"At the investigation two days later, Trainmaster Bert Bridges asked me, 'What were you doing at the time of the accident?' and I said, 'Standing on the tank steps picking and eating blackberries off the right-of-way.' After he had finished questioning the group, he gave each of us a silver dollar and had us sign a release for something or other.

" 'What is the dollar for?' I asked, and he laughed. 'To buy clean underwear.'

"In those days we could buy a dozen eggs for 10 or 15 cents (when we didn't raid hen-houses for them), salt pork 5 or 6 cents a pound, and good coffee 20 cents a pound. I kept my dope bucket clean, because we made coffee in it, over a shovelful of hot coals from the firebox on the steel deck of the engine. If the deck happened to be wooden we would turn the squirt-hose into a half-bucket of cold water and let steam come out to boil the water for Java.

"We would sterilize the fireman's scoop by sticking it into the firebox and fry our salt pork in it. Then we'd lay it on the fireboy's seat to cool while we fried eggs in the grease left in the scoop. I've eaten a great many meals cooked that way.

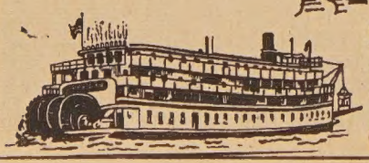
"We didn't take time out for dinner, but ate while we chugged over the rails so we could move tonnage in a hurry. One day we were dead on the dog law 25 miles from town. I refer to the law which forbade a crew to work longer than 16 hours continuously. But we just kept wheeling that train till we got to Jackson, Tenn., and didn't dare to claim overtime.

"Isaac B. Tigrett, president of the road, commended us. He was really glad we came in, law or no law, for he had no crew available to send out to relieve us. Said he: 'Good going, Coffman! We don't want the Illinois Central or the Southern to get our freight business.' So you see, if we hadn't eaten like I said, we'd have been almighty hungry on our 188-mile run from Louisville to Jackson. Break-in-twos and hotboxes had delayed us.

"I never handled a pay-train, but I worked as brakeman on a lot of circus trains and silk specials. Tell you about 'em some other time." ●

AFTER reading an appeal in a Seattle newspaper by Mrs. Charles Monell for help to find a pedigreed white poodle, winner of many dog shows and mascot of the 1962 Seattle

REAL STEAM CALLIOPE RECORDINGS



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F. W. COX, Hollywood, Calif., averaged $150 a month spare time while training, now has his own full time TV-Radio service business. ALLAN R. TOWNSEND, Topeka, Kan., is a missile officer at Atlas ICBM site, fixes radios and TV sets spare time. R. L. WOOD, Fargo, N. D., got his FCC license and is Master Control Engineer with KXIB-TV. J. J. JENKINS, San Diego, Calif., says his NRI training is priceless. He is Frequency Coordinator for the 11th Naval District.

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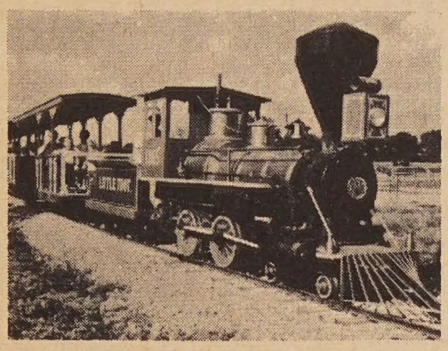

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World's Fair, a Great Northern freight conducted named Louis McGaha remembered seeing a dog in a ditch near Richmond Beach, Wash., on one of his runs. He instructed his engineer to stop the train on their next run, and picked up the dog, which proved to be the famous poodle. The poor creature was injured and suffering from exposure. McGaha took him to a veterinarian, saying, "I sure hope he pulls through." Walt Thayer sent us this item. ●

CHARLES CASTNER'S story, "A Century of L&N Steam Power," in November *Railroad* brought memories to Lester C. Harlow, Orlando, Fla., of a radio broadcast he used to listen to regularly about 24 years ago.

"Each afternoon around five," he writes, "WSM in Nashville, Tenn., would interrupt its regular program with the announcement: 'We take you to a point south of Louisville to bring you the actual sounds of the Louisville & Nashville's crack passenger train, the *Pan-American,* speeding past the 876-foot tower of radio station WDM.'

"After a brief pause I would hear sounds of the open countryside, with birds singing, and then in the distance the train coming, whistling up a storm, then a loud roar as it passed the microphone, and a fading away in the distance. Then the announcer would say: 'You have just heard the actual sound of the *Pan-American* speeding on its way to New Orleans. The engineer on today's train is (mentioning his name).' This was followed by a commercial announcement for the railroad.

"As the engineers worked out of the same pool, I quickly learned their names. There were four, I believe. Each had his individual style of whistling." ●

You often hear people say that if the railroads would only provide better equipment, low fares, and more frequent service, and would advertise their passenger business a lot, more people would ride trains. Would they? Here is one example of what actually happened:

In 1946 the Pere Marquette paid $1.5 million for the most modern passenger equipment and put on some smart-looking trains between Grand Rapids and Detroit. Four years later, when the Chesapeake & Ohio took over PM, that equipment was replaced by another $1.5 million worth of newer equipment. C&O's policy is to maintain the nation's highest passenger-train standards at reasonable rates and to make a constant effort to promote more business.

For a while the trains did well and earned money. But in 1958 the first section of a new highway between Grand Rapids was completed. C&O passenger traffic took a sharp drop. One pair of daytime trains slipped into the red in 1961; more sections of the highway were opened, and by 1964 the deficit from those trains reached $70,000. So the C&O is taking them off January 4th, but is retaining for the present a night run which carries a high volume of mail and a day run connecting with other trains.

That highway cost the taxpayers $150 million. An airline service between the two cities is subsidized to the tune of $8 million a year, not to mention the new Grand Rapids airport costing $9 million of tax funds nor Detroit airport improvements costing $35 million. No doubt the people who ride the planes and highways will continue to blame the railroads for losing passengers and will object to trains being taken off—trains that otherwise would run even during days and nights of heavy snowfall when neither planes nor automobiles can move. ●

FEWER JOBS. Reporting on the railroad industry, the U.S. Department of Labor states: "Innovations such as automatic classification yards, centralized traffic control, and mechanization of maintenance operations are contributing to the rising output per man-hour," which means fewer jobs for railroad men. Take, for example, the Chicago & Eastern Illinois. This small but prosperous road, which has been automating along with the others, had 3,401 employees in 1957 but by last March its work force had dwindled to 2,587, a total reduction of 814.

The Department warns: "Advancing technology and losses of traffic to other modes of transportation, mergers of competing roads, and changes in work rules may result in further decline in employment." ●

A RECENT Supreme court ruling held that the ICC need give little weight in abandonment cases to the ability of a prosperous railroad to absorb passenger losses with freight profits in areas of slight passenger demand. But the commission has less latitude to approve service cuts where passenger demands are larger, the high court said.

The court took the stand in reinstating an ICC order authorizing the Southern to discontinue passenger service on the 150-mile run between Greensboro and Goldsboro, N.C. The order was set aside in 1962 by a special three-judge Federal court which held the commission had erred in not giving substantial and controlling weight to the fact that there was a profit on freight service.

The high court's 7-2 ruling drew dissents from Chief Justice Warren and Justice Goldberg. They said Congress in passing the 1958 Transportation Act could not have meant to rule out consideration of a railroad's over-all operations or prosperity. ●

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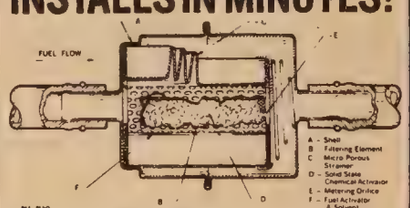
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BOILER EXPLOSION

by Rockwood T. Roberts

Retired Locomotive Boiler Inspector

Death came to three Delaware & Hudson crew men from the terrific force of a boiler explosion on the giant locomotive they were riding, No. 1510, simple articulated 4-6-6-4, southbound near Cobleskill, N.Y., in early morning of July 15, 1941.
Johnson-Roberts-Breed photo

EARLY that morning of July 15, 1941, people living in and around Cobleskill, N.Y., were awakened by a violent explosion that rattled many windows and frightened the children. Phones buzzed. Men and women dressed quickly, climbed into family automobiles, and followed the state troopers and ambulances with sirens wailing that stormed through the murky pre-dawn.

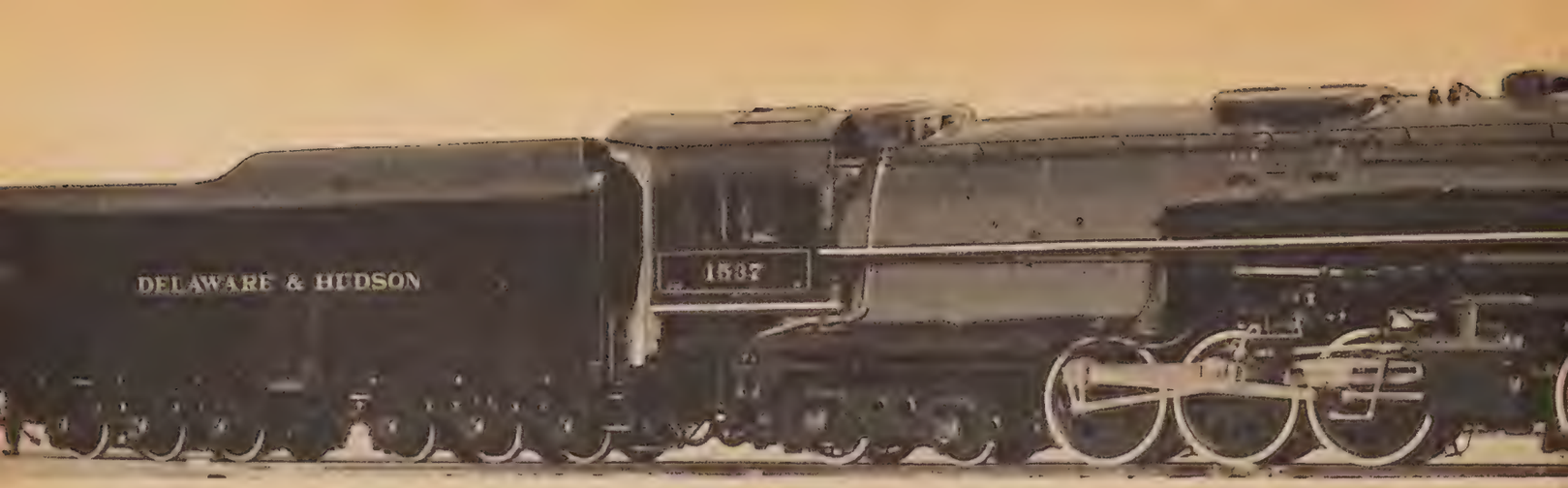
Residents of that area were used to the distant blasting at nearby Howe's Cavern but not at that time of day. Beset by curiosity and driving fast, they soon caught sight of a freight train stalled on the Delaware & Hudson's main iron, with some of the cars piled high at a crazy angle and the frame and running gear of a giant steam locomotive that weirdly lacked a boiler.

Later, they pieced together the grim story of what had happened. A southbound freight, MB-2, had left Mechanicville, N.Y., about two a.m. with a 4-6-6-4 engine, No. 1510, hauling 16 cars. At Schenectady the crew picked up 29 more cars and filled the 22,000-gallon tender with water from a trackside tank. No more coal was needed to complete the trip to Binghamton, for they had taken on a good 26 tons before starting out.

But the huge simple articulated locomotive never reached Binghamton. As MB-2 pulled out of Mohawk Yards the crew could see the sprawling Alco works where the 1510 had been built the previous year. They picked up speed, the stubby stack chopping off its tune in perfect rhythm. Without a click from the rods, the iron monster sped on her way, guided capably by Engineer Charlie Smith. Elbert Price kept the hungry firebox supplied with coal while Brakeman Cleary peered ahead for signal lights.

The 1510 was clean and well-groomed, like most D&H power, for Superintendent George Edmunds would have it no other way, and was just sufficiently broken in, having run only 44,000 miles since she left the erecting shop at Schenectady.

Those three men in her cab must have felt proud and satisfied as the tapping at rail-joints quickened. Keen eyes scanned the rails in the illuminated cone from the headlight. All were experienced men who had covered the route hundreds of times. Little did they

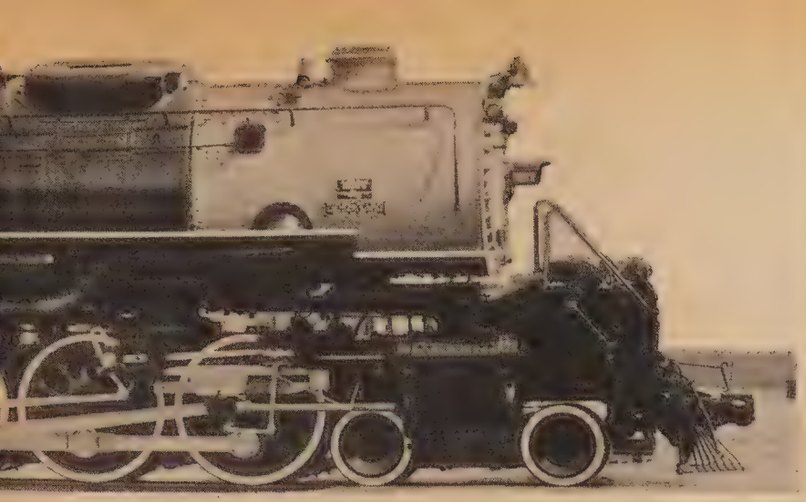


Grotesquely twisted wreckage of the freight-hauler as it looked after coming to rest beside the track after the accident.

know, as they lifted their voices to talk across the cab, that this time they were making their last trip.

Cobleskill is fifty miles from Mechanicville and the road's physical characteristics vary greatly over that distance. Out of the Mohawk Yards the grade is generally ascending from level track to 1.15 percent rise, after which it drops for nine miles to as much as 1.16 percent. The hill on which the explosion occurred is eleven miles long, with a maximum grade of 1.32. That stretch has little straight track and it curves 4 degrees at the scene of the accident.

Hundreds of locomotive boilers exploded during the Steam Age and in almost every case the initial cause was low water. Many a time the crews swapped water for steam, especially when the going got tough and to prevent stalling, but this could not have been the case with the 1510. The big loco-



H.D. Runey, 56 Arnold Ave., Horseheads, N.Y.

Two D&H engines of the same type as the one whose boiler blew up.

Johnson-Roberts-Breed photo

Old station at Cobleskill, N.Y., not far from the scene of the boiler explosion.
Delaware & Hudson Railroad photo

motive was equipped with an HT-type stoker and her coal was running good. The boiler, which carried 285 pounds pressure, was a free steamer, mainly because the firebox was as large as an average living room, 9 by 18 feet.

The feedwater appliances were excellent. On the engineer's side, a Hancock non-lifting injector had a capacity of 10,000 gallons an hour. On the left, an Elesco exhaust steam injector had a capacity of 12,000 gallons. This injector was actually a feedwater heater, as it utilized some of the exhaust from the cylinders to pre-heat the water before forcing it into the boiler.

Due to increased efficiency and the great saving in coal, the fireman did the pumping. The engineer, of course, could watch the performance, for the boiler had two water glasses. In addition to one at the left, which he could see, there was one on his own side on a water column with four gage-cocks opened at regular intervals to check with the glass readings. Directly in front of the fireman, on the boilerhead, a large gage indicated exactly how his injector was functioning. Also, a telltale warning from the overflow gave a vivid alarm in case the injector should "break" and fail to deliver water to the boiler.

Exactly what happened as the train nearly topped the grade is anyone's guess. It was learned after the investigation that the water had dropped six inches below the highest point of the crownsheet, causing the plates to become reddened, soft, and gradually stretching under high pressure until there was a rapid shearing rupture. Now the thousands of pounds of energy was set free as the steam escaped.

The powerful steam blast, acting like a jet, shot into the firebox over the grates. This lifted the cab end upward, tearing the entire boiler from the frame. The boiler flew through the air, landing on its nose 196 feet in front of the train, skidding along the rails. The locomotive running gear continued to function,

striking the smoke-box and pushing the crippled boiler until all came to rest 431 feet from the scene of explosion.

It was estimated the train had been making about 30 miles an hour and, though the brakes immediately went into emergency with the smashing of brake pipes, the momentum carried the train forward to a point where the collision piled up the first eleven cars. Later, a search was made for all parts. Brake valve and stand, pieces of pipe, castings, and numerous other items were found as far as 475 feet from the blow-up.

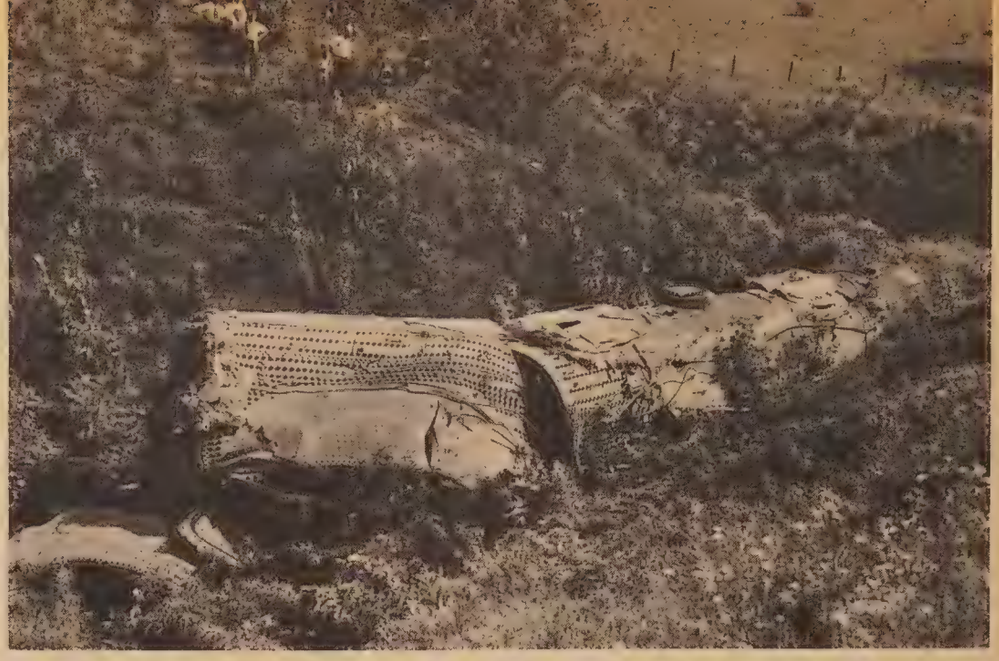
The three men in the cab were killed instantly, two bodies being thrown out on the left side of the tracks. What was left of Engineer Smith lay 100 feet from the explosion. Fireman Price's body was found inside of the crumpled cab, which had been hurled 130 feet away. Brakeman Cleary had been blown toward the rear for a distance of 120 feet and into the field 200 feet from the embankment.

Such an explosion is difficult to explain, but some things we do know. If a boiler that size is filled with water or compressed air to a pressure of 285 pounds and if the sheets fail suddenly, the explosion would be a minor one.

With steam it is different. When water turns to steam it expands about 1600 times its volume, unless confined in a vessel. When imprisoned and not allowed to expand, it builds up pressure. As the pressures increases so does the temperature of the water and its boiling point. Ordinarily, at sea level, water boils at 212 degrees F., but at 285 pounds pressure the temperature rises to 412 degrees. Now at this temperature, if the fire is dumped from the grates, the engine could be run and as the pressure then drops this water would continue to boil until all pressure was removed and the temperature went back to 212.

In an explosion where the crownsheet ruptures wide open in a matter of seconds, all water immediately turns to steam, due to this stored-up heat. Almost instantly the boiler goes dry as the several thousand gallons of water become steam, expanding 1600 times its volume. And that is what happened to the giant 1510 on the Delaware & Hudson main line near Cobleskill nearly 24 years ago.

But the morbid curiosity seekers who had been awakened before dawn, cared little for technical details. What fascinated them were the shell of a wrecked locomotive, the bits strewn over the landscape, the piled-up freight cars, and the pathetic-looking bodies of three good men who would never railroad again. •

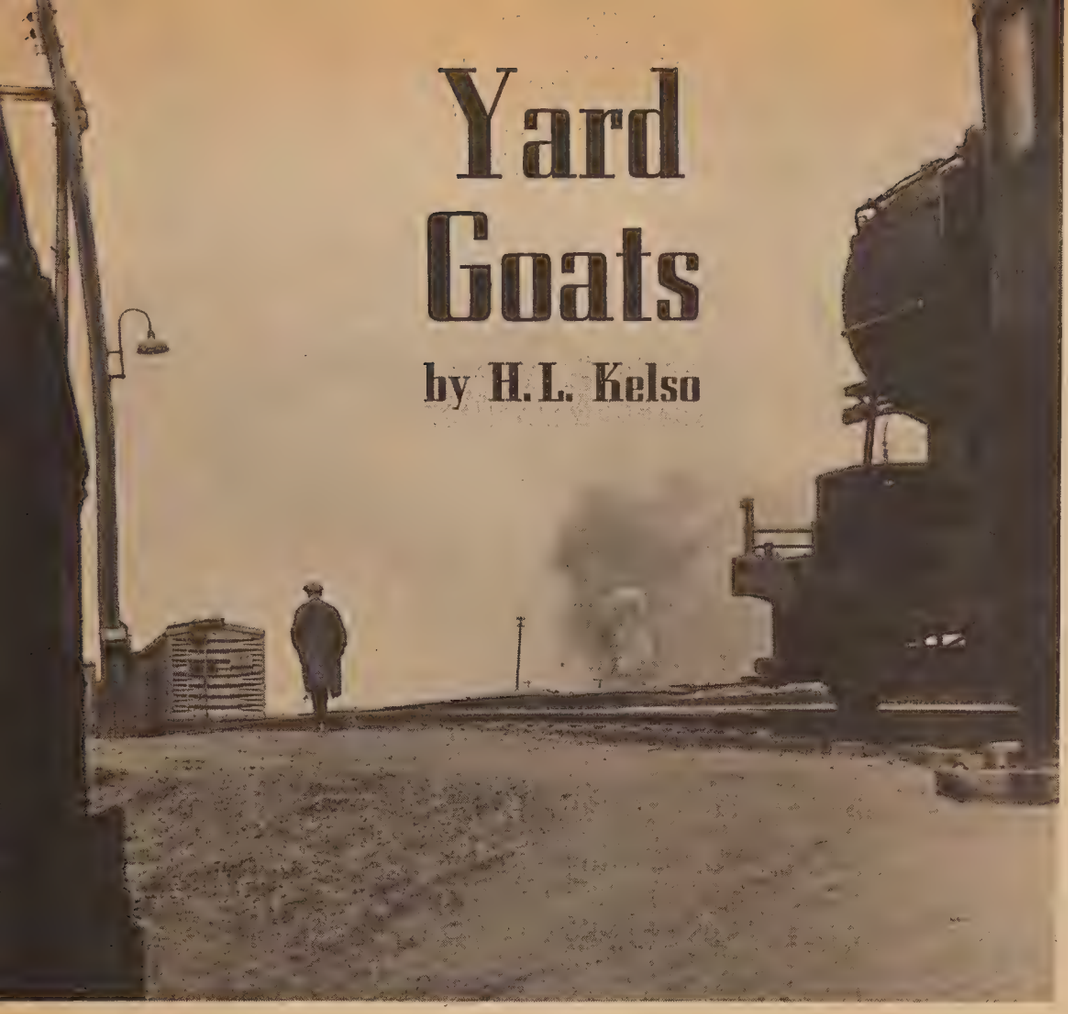


View of the huge boiler after it had rolled down the embankment into a meadow. (Big photo) Many shippers were late in receiving freight consigned to the D&H

All photos on these two pages Johnson-Roberts-Breed

There wasn't much left of the locomotive cab after the fatal blast.

One of the wrecked cars on southbound freight train.



Yard Goats

by H.L. Kelso

A FEW years ago, rank-and-file railroad employees who had occasion to talk about a steam switching engine referral to it almost contemptuously as a "goat," while newspaper reporters again and again used the old cliche "humble switchers." No picture collector in his right mind would swap a three-quarters view of a "handsome" Hudson or a "mighty" Mallet for a shot of a mere workhorse batting cars around a yard.

Today, however, with steam banished from nearly all main lines in North America, the once-obscure goat is being treated with respect. Owners of tourist-attraction shortlines, who can't buy any other kind of steam power, are competing with one another for ancient switching engines to trundle their little passenger trains. Many a railfan has been known to travel hundreds of miles to ride behind a puffing 0-4-0 on an amusement pike and shoot her motive power in action.

Actually, the steam switcher has played an important role in railroad history. We refer to locomotives built or rebuilt solely for yard service, whether 0-4-0's, 0-6-0's, 0-8-0's, or what have you. Delving into the annals of yard operation, we found that, except for speed records, much of what has been said and written about the road engine could be applied also to the switcher.

If you liked pastel-painted engines somewhat like the Southern Pacific's *Daylights*, you should have seen the Jacksonville Terminal's flossy 0-6-0, No. 20, down in Florida. This little beauty was about the gaudiest goat that ever jarred the dishes off a dining-car table. The delicate sky blue of her boiler, domes, and tender was set off by a brilliant orange stripe running through the outside cab panel and back to the end of her fantail tender. Her smokebox, stack, cylinder heads, tires, and running boards were aluminum-painted. Being used in passenger service at the Jacksonville station, she was kept spotlessly clean at all times. And with such treatment it follows that the Terminal brass collars were fussy about the way she was handled—no black smoke, no popping off, none of that sort of stuff around the depot.

A story is told about No. 20's fireman. One day he suffered a lapse of alertness and allowed her to pop off right in front of the station door. In nothing flat, the super stormed out to the 0-6-0 and called up to the cab:

"How come that engine's blowing off?"

"Why, sir," replied the fireman, keeping a sober face, "because the pressure inside the boiler is greater than the tension of the spring in the pop valve. Therefore, it raises the valve and lets the excess pressure escape into the atmosphere."

This highly technical answer so flabbergasted the official that he walked away, talking to himself. No rebuke, no brownies.

Built by Porter, No. 20 went into service in 1929. And in case you didn't know, ever since the days of red plush seats and shoebox lunches, Jacksonville has been one of the busiest passenger terminals in the Deep South.

Maybe you are one of those who thought that only road engines sported roller bearings on every axle, including the tender. Well, the Wheeling & Lake Erie (now Nickel Plate) had some homespun, but beautifully proportioned 0-6-0's that were completely Timkenized. These easy-gliding goats, however, were exceptions. Mr. Timken happened to be an on-line customer at Canton, Ohio, and his salesmen were seldom known to miss a bet. Perhaps this case was reciprocity; you scratch my back and I'll scratch yours. Cursory research fails to bring to light any other yard engines so equipped.

Another oddity in yard-engine history is the fact that 0-6-0's made running time at the head end of some of America's crack passenger trains. I was reading about a run of the *Pennsylvania Special* (which later became the *Broadway Limited*), in 1905, in Freeman Hubbard's book, *Great Trains of All Time*, which stated:

"Just east of Mansfield, Ohio, the tender developed a hotbox. And so the lordly train went to sleep beside a field of unripened corn a million miles from nowhere while the crew made frantic efforts to cool the journal, but in vain. Officials chewed their nails as they fussed and fumed and gave orders.

"After a while a battered old switcher, known to the crew as 'Miss Junk,' rumbled up to the scene. She was coupled onto the *Special* and she stormed into Crestline, having done 14 miles in 21 minutes. Not even in her best days had the antiquated switching engine made a faster run. Another iron horse took the *Special*: No. 7002, Class E-2, sleek and polished until her brasswork glittered like fire."

It was the 7002, on that run, which

Watering a Baldwin 0-8-0 switcher used to be a common sight in the IC yards at Champaign, Ill. (Right) Railfans Phil Weibler and Bruce Mayer watch a Baltimore & Ohio 0-8-0 on flooded track at Cincinnati in 1958. Top photos by Philip A. Weibler, 208 10th Ave., Silvis, Ill.

Road-switchers in the Western & Allegheny Railroad yard at Kaylor, Pa.
Gordon S. Crowell, Apartado Aero 3644, Bogota, Columbia

Saddle-tank 0-4-0 switcher, built by Alco in 1918 for Pullman, worked for Menominee Sugar in Green Bay, Wis.
Larry E. Easton, 764 Landfried Ave., Mosinee, Wis.

made the world's all-time steam record of 127.1 miles per hour. True, "Miss Junk" didn't do it, but at least she had a part in accelerating the train's terminal-to-terminal performance, thus earning the right to bask in the 7002's glory.

For a number of years in the steam era some Eastern roads running into St. Louis, Missouri, would cut off their road engines at the relay depot in East St. Louis, Illinois. There a Terminal Railroad Association yard goat would couple onto the train and bring it over the Eads Bridge and through the nearly mile-long tunnel and into the fortress-like Union Station on the Missouri side of the Mississippi River. Eastbound passenger trains out of St. Louis would be handled by yard goats the same way.

TRRA yard engines also handled commuter trains between St. Louis and the large packing houses in East St. Louis; and seldom, if ever, was a worker late for his shift or late getting home for his supper.

No story on yard engines would be complete without further details on this Terminal Railroad Association, the world's largest switching and interchange road. Operating 350 miles of track, this so-called prosaic pike is the connecting line for 25 different railroads. It services some thirty team tracks on both sides of the Mississippi and does the switching chores for about 1500 industrial concerns, as well as all switching at the big Union Station at St. Louis.

Some years in the Steam Age have seen this road handle as many as three million freight cars and 700,000 passengers and head-end cars comprising 80,000 trains carrying an estimated 23 million passengers. Considering that the TRRA has never used other than standard yard engines, we may begin to realize the true importance of the lowly goat to the railroad industry.

BETWEEN 1931 and 1934 the TRRA owned 183 steam yard engines, 148 of them being 0-6-0's and 35 big-bellied 0-8-0's, the latter rated among the most powerful of the type ever built. The 0-8-0's were classed J and J-1, the J's being built by Baldwin and the others, of all things, in the TRRA's own shops. Has any other switching road built its own locomotives?

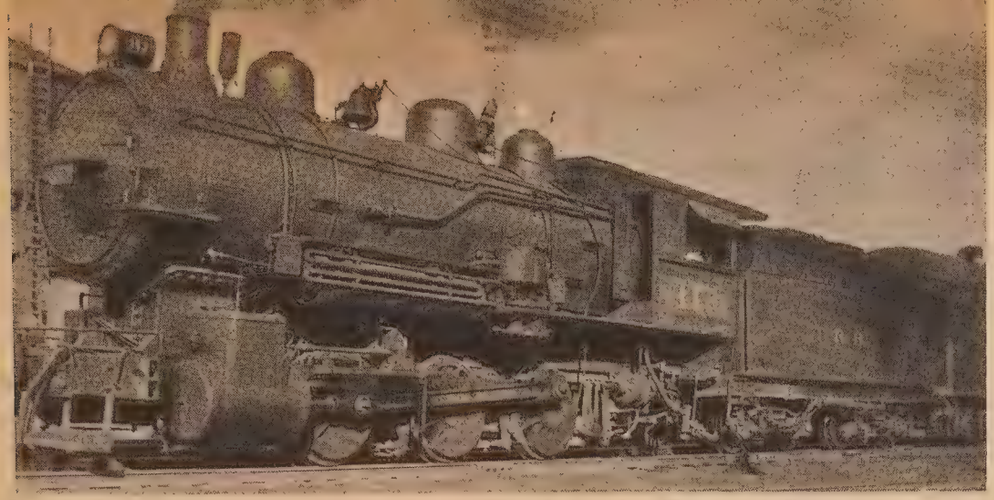
The J-1's, 18 in number, had their cylinders, saddle, and frame cast integral by the General Steel Casting Co. of Granite City, Illinois. These were the first such frames ever cast. Thus we bring fleeting fame to a city that heretofore has seldom been mentioned in locomotive history. The GSC home office and plant are in Eddystone, Pennsylvania.

The J-1's, with a weight on drivers of 262,360 pounds and a tractive effort of 68,068, were originally out-shopped as hand-bombers (1926-'31) but in the late forties were equipped with Standard H.T.1 stokers. Despite this improvement, the big mills were retired in 1955 when the TRRA's steam era ended.

No. 318, one of the J-1's, was donated to the National Museum of Transport, where she is now on display. TRRA No. 146, an 0-6-0 sporting a Young valve gear was also donated to the Museum.

Incidentally, the J and J-1 engines, due to their tremendous weight on driv-

Rio Grand fireman is sanding an old narrow-gage switching engine at Gunnison, Colorado.
Philip R. Hastings



No. 117, an 0-6-0 goat, class A-1, was used by the Terminal Railroad Association of St. Louis to shift cars for various roads at the big passenger terminal.
James Bowie, Jr., 3425 Hartford St., St. Louis, Mo.

ers on a short wheelbase (15 feet), were not allowed to operate over the Eads Bridge. They did, however, run over the Merchants Bridge, which was of later and sturdier construction. Both bridges spanning the Father of Waters between East St. Louis and St. Louis are owned by the TRRA.

The year 1920 saw the last 0-6-0's steam into service on the TRRA, but they were no ordinary switchers. According to H. G. Field, present superintendent of motive power on the TRRA, some of those engines weighed as much as 203,000 pounds on drivers!

Switchman Jacob Wurster uncouples engine on arrival at mill of Fort Orange Paper Co. at Castle-on-Hudson, N.Y.
Albert Pione

Previous to this information from Mr. Field, which amazed us, we had considered the 201,000-pound Union Railroad's 0-6-0's as the heaviest of the type ever built. Do we, gentlemen, change our records and crown a new heavyweight champion in the 0-6-0 class?

A comprehensive story of TRRA's operations and motive power would fill a book. Suffice it to say, the road today handles its vast operations with 97 diesel switchers, the largest being 1200-hp. jobs, the smallest 600-hp. And, of course, these glamorless growlers work around the clock.

An interesting phase of this story concerns the practices of various railroads insofar as yard motive power is concerned. Had all of our country's railroads paid strict heed to the sales pitches of the major locomotive builders in the halcyon days of steam, we would necessarily be writing now in a different vein.

Those builders ran many full-page ads of yard engines in *Railway Age*, the industry's great weekly journal. In one such ad the Lima Locomotive Works, using a line drawing of an ancient Consolidation (2-8-0), stated that no old road engine could ever become a modern switcher. Extensive rebuilding, the ad continued, is uneconomical and wasteful, since even a rebuilt road engine can't handle cuts as snappily and efficiently as the industry demands. Then, too, old road engines are gluttons for fuel. Consider that a quarter of all railroad mileage is made by switch engines, and the importance of operating only modern locomotives built specifically for switching service becomes apparent.

The American Locomotive Co., using a picture of Chesapeake & Ohio's No. 209 (which had a tender longer and heavier than the engine itself), deplored the fact that many carriers were using old road engines for switching as well as outmoded standard yard engines, which added substantial amounts of money to the companies' operating costs.

Baldwin, of course, echoed the sentiments of its two main competitors in the locomotive field. But despite this considered advice, many a railroad paid "no mind" to such exhortations. Especially was this true in regard to the standard 0-8-0 switcher.

ODDLY enough, the big roads west of—and running westward out of—Chicago were the main "non-listeners" to the builder's sales pitches. The Santa Fe, the Union Pacific, and the Southern Pacific never once bought a new 0-8-0 from a locomotive builder. In fact, the UP's all-time steam roster lists but one 0-8-0 as having been in service. This lone solitary engine, No. 4500, originally a compound Consolidation built by Baldwin in 1900, became the "one and only" in 1924 after she was renovated in the road's Council Bluffs shops.

Shorn of her train indicators, pilot, and pony wheels and given a new coat of shiny black paint, she steamed out to do battle with boxcars and boomers from every section of the country. New appertenances included an added sandbox on her boiler top, footboards front and rear, a couple of tons of concrete under her cab to increase weight on drivers, and a new-fangled contraption known as an air reverse gear.

But as a blockade-buster the 4500 was a dud. She spent about half her time on the ground and it took another shopping session to teach her to stay on the rails. Later, however, she became the star performer in the yards at Grand Island, Nebraska, where, after being allowed to deteriorate to where overhaul would cost about $10,000, she was scrapped.

There, briefly, is the history of the Union Pacific's 0-8-0 standard steam yard engine.

Of course, the road had many well-proportioned and efficient 0-6-0's in service, but the bulk of its heavy switching and interchange work was handled by old Consolidation types. Last De-

cember's issue of *Railroad Magazine* listed all the Union Pacific steam locomotives preserved for posterity. Among these are four 0-6-0's, once known as "humble switchers."

A gander at the Santa Fe's alltime steam roster reveals 110 engines of the 0-8-0 type in service at various times but nary a one of the "store-boughten" variety. Some truly good-looking and efficient 0-8-0's were originally Moguls (2-6-0's); others were once mainline freight-haulers of the Consolidation type. Believe it or not, many 0-8-0's were equipped with boilers salvaged from high-wheeled Atlantic passenger engines that had outlived their usefulness.

As for the Santa Fe's 0-8-0's, we cannot go along with Lima's statement that rebuilt road engines could never become efficient yard goats. The Santa Fe turned out rebuild jobs which usually provided a substantial saving for the company.

Wabash 0-6-0 switcher, class B-7, with unusual coal capacity, at Quincy, Ill.
Philip A. Weibler

JUST how far would the Santa Fe's motive-power brass go to avoid scrapping a locomotive? Take the case of old No. 824, which, prior to being converted to a yard engine in the late thirties at San Bernardino, California, was undoubtedly the most cantankerous locomotive ever owned by the road.

The 824, last in a batch of 36 Vauclain compound Consolidations bought from Baldwin in 1901, was quite different from the others in the lot. She arrived as an oilburner, but instead of having a conventional firebox she was equipped with three cylindrical corrugated furnaces (known as wrinklebellies), each being 84 inches long and 26 inches inside diameter. The boilerhead was round. One firebox was at the bottom and the other two above and to each side at about seatbox level or height. Each furnace had a burner at the back. Each had an individual firing lever which made it nearly impossible for the fireman to adjust his fire properly when the engineer changed throttle positions.

When a burner on the top would go out unburnt, oil would flow down onto the deck and be set aflame by the lower burner. Then, of course, there was hell to pay. Many a time, after such fires, the 824 would have to be shopped for repairs.

Two-truck Shay No. 1 runs over third of a mile of Osborne Bay & Wharf track at Crofton, B.C.
David Wilkie, 595 Leaside Ave., Victoria, B.C., Canada

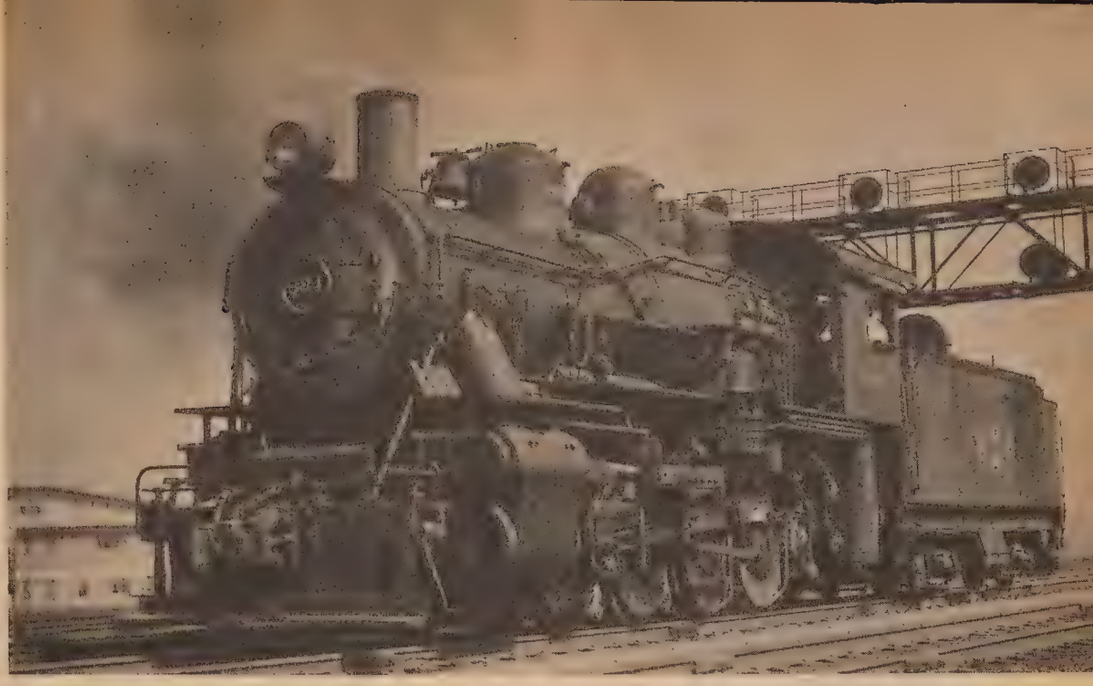
About 1910 the old inferno became involved in a head-on collision on the Los Angeles Division. Towed into the big shops in San Bernardino, was given simple cylinders and a conventional firebox. In 1937, while she was in service as a yard engine in that city, her right side was completely stripped by a cut of runaway cars, and again she paid a visit to the shops.

Some months later, wearing a boiler from a scrapped 1400 Class Atlantic, she emerged as a full-fledged 0-8-0 yard goat. And so, after forty years, the Santa Fe finally made a really good engine out of the 824. Sometimes called "Mount Pelee," for a famous volcano, the old firebrand wound up her checkered career as a transfer engine in the Los Angeles yards in the early fifties.

Although the Santa Fe has donated a fairly large number of engines to cities throughout the West for exhibition purposes, only one of them was a standard yard goat, that one being an 0-6-0, No. 9005. You can see her at Clovis, New Mexico.

The alltime Santa Fe roster lists the following steam yard goats as having been in service at one time or another: 0-4-0, 16 engines; 0-4-0T, 7 engines; 0-6-0T, 5 engines; 0-6-0, 221 engines, and 0-8-0, 110 engines.

My next article will discuss yard engines and operation on a few additional Western roads and then turn to other sections of the country. There is much of interest yet to be chronicled. ●



Santa Fe 0-8-0, rebuilt with Atlantic-type boiler, was nicknamed *Mount Pelee*, from the famous volcano, because of her destructive performance on West Coast.
Photographed by the author in 1948

Fireman decorates the footboard of Union Pacific 0-6-0 No. 4245 in Los Angeles.
Snapshot by the author in 1946

Philip A. Weibler
Illinois Central 0-8-0 drifts through Champaign, Ill., on mild fall day in 1948.

Named for Railroad Presidents

by Frank P. Donovan, Jr.

NOWHERE else on earth are more communities named for railroad heads. "The true history of the United States is the history of transportation," wrote historian Philip Guedalla, "in which the names of railroad presidents are more significant than those of presidents of the United States."

Although such men as Commodore Vanderbilt, James J. Hill, Ed Harriman, and Isaac B. Tigrett, to mention only a few, outshone certain occupants of the White House, we can't go along with Guedalla's sweeping generalization. Even so, it is interesting to pinpoint cities and villages which bear the names of railroad executives.

The iron horse was directly responsible for countless settlements in the Midwest and Far West. Grateful pioneers often named their towns for the heads of railroads which had brought them there. In some cases rail officials themselves christened the new stations. Here and there throughout North America you can find railroaders' names on depot signs.

To track down and list all such cases is well nigh impossible. For this reason we will itemize only places or stations bearing the names of rail presidents. Many presidents represented great trunk lines or at least were big men in small communities. In the course of years most of the little roads have been gobbled up by their large brethren, but the founders' memories are preserved for posterity in the town names.

Such nomenclature is almost unknown in New England because most of its towns were laid out and built before the railroad era. To a lesser extent, the same is true of other states along the eastern seaboard. Moreover, many eastern communities are located on the rivers or lakes which gave them a start. But further west, the rails preceded settlement. Beyond the Mississippi, where there were relatively few navigable rivers and no canals, the railroads spread rapidly, and there the practice of naming stations after railroaders was most pronounced.

Based on our fragmentary information, Minnesota tops the list of number of towns named for rail presidents, with Iowa a close second, and the Dakotas and Texas very much in the running. In the East, Pennsylvania and West Virginia are ahead. Possibly Iowa leads the nation, for Minnesota's good showing is due partly to the intensive studies made of place-names in that state. No such

In early morning darkness Santa Fe's "Hi-Level" train *El Capitan* pauses at Barstow, Calif., a town named for a Santa Fe president.
Santa Fe Railway

corresponding research has been done on Iowa, so far as we know.

The Northern Pacific, with 22, tallies the most communities named for its presidents or the heads of predecessor roads. Next in order is the much larger Santa Fe, which continued to bestow the names of its presidents to on-line communities nearly up to the present day.

You may ask, which president had the most stations named for him? Surprisingly, not one of the widely-publicized railroaders but John I. Blair, whose name is not known today to the general public. Blair lived to be 97, spent much of his time building railroads, and worked almost up to the year he died. He laid more miles of steel than anyone else and served as president of several roads.

The only president who had his full name identified with stations appears to have been Henry Gassaway Davis. West Virginia has three stations named respectively Henry, Gassaway, and Davis. Mr. Davis headed the West Virginia Central & Pittsburgh Railway, a component of the Western Maryland.

Many places were named after men who headed railroads but were better known in other fields. One such person was John C. Fremont, explorer, soldier, and politician as well as promoter and president of the Memphis & El Paso (now Texas & Pacific). At least four communities bear his name. Another was Robert E. Lee, commander of the Confederate Army and later president of the tiny Valley Railroad in Virginia (now part of the B&O), who died before any of its rails were laid. Many towns may have been named for him, one being Leesville, Louisiana.

Prior to James Buchanan's election as President of the United States, he was president of the Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad (now part of the Pennsy). Incidentally, when Buchanan learned that the Lincoln funeral train would stop at Lancaster, Pa., he drove there in a carriage to pay his last respects.

With limited research, we couldn't find reason to include in our list the states of Alaska, Connecticut, Hawaii, Massachusetts, Rhode Island, Vt., or several Canadian provinces, but it is possible that all of those places have towns named for railroad presidents. We want to hear from readers who can add to the list. Our home address is 114 W. 45th Street, Minneapolis, Minnesota.

Alabama

Gadsden, Etowah County: James Gadsden, pres. of Louisville, Cincinnati & Charleston (now Southern Ry.).

Arizona

Clarkdale, Yavapai Co.: Wm. A. Clark, pres. of San Pedro, Los Angeles & Salt Lake (now Union Pacific).

Coolidge, Pinal Co.: Thomas J. Coolidge, pres. of Santa Fe.

Randolph, Pinal Co.: Epes Randolph, pres. of Southern Pacific of Mexico, vice pres. of SP.

Winslow, Navajo Co.: Edw. F. Winslow, pres. of St. Louis-San Francisco.

Arkansas

Beebe, White Co.: Roswell Beebe, pres. of Cairo & Fulton (now Missouri Pacific); not related to Lucius Beebe so far as we know.

Brinkley, Monroe Co.: R. C. Brinkley, pres. of Memphis & Little Rock (now CRI&P).

Forrest City, St. Francis Co.: Nathan B. Forrest, pres. of Selma, Marion & Memphis (now St. Louis-San Francisco).

Gould, Lincoln Co.: Jay Gould, pres. of Missouri Pacific.

Nettleton, Craighead Co.: George H. Nettleton, pres. of Kansas City, Memphis & Birmingham (now Frisco Lines).

Paragould, Greene Co.: compound of names of W. J. Paramore, rr. contractor, and Jay Gould.

California

Barstow, San Bernardino Co.: Wm. Barstow Strong, pres. of Santa Fe.

Claus, Stanislaus Co.: Claus Spreckels, pres. of San Francisco & San Joaquin Valley (now Santa Fe).

Collis, Fresno Co.: Collis P. Huntington, pres. of Southern Pacific.

Huntington Beach, Orange Co.: Collis P. Huntington.

Huntington Park, Los Angeles Co.: Collis P. Huntington.

Kerens, San Bernardino Co.: Richard C. Kerens, pres. of Eureka Springs (later Missouri & Arkansas, now abandoned).

Moran, Lassen Co.: Chas. Moran, pres. of Nevada-Calif.-Oregon (now SP).

Ripley, Riverside Co.: Edward P. Ripley, pres. of Santa Fe.

Tracy, San Joaquin Co.: John F. Tracy, pres. of CRI&P.

Colorado

Carr, Weld Co.: Robt. E. Carr, pres. of Kansas Pacific (now Union Pacific).

Evans, Weld Co.: John Evans, pres. of Denver Pacific (now Union Pacific).

Flagler, Kid Carson Co.: Henry M. Flagler, pres. of Florida East Coast.

Loveland, Larimer Co.: W. A. Loveland, pres. of Colorado Central (now Burlington).

Mears Jct., Chaffee Co.: Otto Mears, pres. of Rio Grande Southern (now abandoned).

Moffat, Saguache Co.: David H. Moffat, pres. of Denver & Rio Grande (now D&RGW).

Palmer Lake, El Paso Co.: Wm. J. Palmer, pres. of Denver & Rio Grande.

Pierce, Weld Co.: John Pierce, pres. of Denver Pacific (now Union Pacific).

Delaware

Felton, Kent Co.: Samuel W. Felton, pres. of Philadelphia, Wilmington & Baltimore (now Pennsy).

Harrington, Kent Co.: Samuel M. Harrington, pres. of Eastern Shore RR. (now Pennsy).

Florida

Flagler Beach, Flagler County: Henry M. Flagler, pres. of FEC.

Plant City, Hillsboro Co.: Henry B. Plant, pres. of Savannah, Florida & Western (now Atlantic Coast Line).

Yulee, Nassau Co.: David L. Yulee, pres. of Florida (now abandoned).

Coolidge, Ariz., is served only by the Southern Pacific but it was named for a Santa Fe Railway president. Incidentally, Randolph, the next stop on a connecting branch line, bears the name of a chief executive of the SP of Mexico.

Old CB&Q depot at Corning, Iowa, town named for a New York Central president. Photo, taken about 1899, shows members of Knox College Glee Club on platform.

Burlington photo by Allen Green

Georgia

Thomson, McDuffie Co.: J. Edgar Thomson, pres. of Pennsylvania.

Idaho

Hauser, Kootenai Co.: Samuel Hauser, pres. of Missoula & Bitter Root Valley (now Northern Pacific).

Jerome, Jerome Co.: James Jerome Hill, pres. of Great Northern.

Illinois

Beven, Grundy Co.: Thomas D. Beven, pres. of Elgin, Joliet & Eastern.

Blackstone, Livington Co.: Timothy B. Blackstone, pres. of Chicago & Alton (now Gulf, Mobile & Ohio).

Bushnell, McDonough Co.: Nehemiah Bushnell, pres. of Northern Cross (now Burlington).

Cable, Mercer Co.: Ransom R. Cable, pres. of Chicago, Rock Island & Pacific.

Hurst-Bush, Williamson Co.: W. C. Hurst, pres. of Chicago, Peoria & St. Louis (now divided among several roads), and B. F. Bush, pres. of MP.

Joy, Mercer Co.: James F. Joy, pres. of CB&Q.

New Burnside, Johnson Co.: Ambrose E. Burnside, pres. of Indianapolis & Vincennes (now Pennsy); was also pres. of Rhode Island Locomotive Works but was better known as an incompetent Civil War general.

Normantown, Will Co.: Norman Williams, pres. of EJ&I.

Pullman, Cook Co.: George M. Pullman, pres. of Metropolitan Elevated and founder of car manufacturing company bearing his name.

Indiana

Brice, Jay Co.: Calvin S. Brice, pres. of Lake Erie & Western (now Nickel Plate).

Garrett, De Kalb Co.: John W. Garrett, pres. of Baltimore & Ohio.

Iowa

Beck, Lee Co.: J. M. Beck, pres. Fort Madison, Farmington & Western (now Burlington).

Blairsburg, Hamilton Co.: John I. Blair, pres. of Sioux City & Pacific (now Chicago & North Western).

Blairstown, Benton Co.: John I. Blair.

Burt, Kossuth Co.: Horace G. Burt, pres. of Union Pacific.

Callana (now Jewell), Hamilton Co.: James Callahan, pres. of Des Moines & Minneapolis (now Rock Island).

Cheney, Benton Co.: C.C. Cheney, pres. of Waterloo, Cedar Falls & Northern (now Waterloo RR.).

Corning, Adams Co.: Erastus Corning, pres. of New York Central.

Durant, Cedar and Scott counties: Thomas C. Durant, pres. of Union Pacific.

Farley, Dubuque Co.: Jesse P. Farley, pres. of Dubuque & Pacific (now Illinois Central).

Fremont, Mahaska Co.: John C. Fremont, pres. of Memphis & El Paso (now Texas & Pacific); was also explorer and Army officer.

Greene, Butler Co.: George Greene, pres. of Burlington, Cedar Rapids & Minnesota (now Rock Island).

Grinnell, Poweshiek Co.: Josiah B. Grinnell, pres. of Central RR. of Iowa (now Chicago & North Western).

Jesup, Buchanan Co.: Morris K. Jesup, pres. of Dubuque & Sioux City (now IC).

Kilbourne, Van Buren Co.: David W. Kilbourne, pres. of Des Moines Valley (now Rock Island).

Larrabee, Cherokee Co.: Wm. Larrabee, pres. of Iowa Eastern RR (now Milwaukee Road).

Murray, Clark Co.: John Murray Forbes, pres. of CB&Q.

Ogden, Boone Co.: Wm. B. Ogden, pres. of C&NW.

Sloan, Woodbury Co.: Samuel Sloan, pres. of Delaware, Lackawanna & Western (now Erie-Lackawanna).

Truesdale, Buena Vista Co.: Wm. H. Truesdale, pres. of Minneapolis & St. Louis (now C&NW).

Van Horne, Benton Co.: Wm. C. Van Horne, pres. of Canadian Pacific.

Walker, Linn Co.: W. W. Walker, pres. of St. Louis, Hannibal & Keokuk (now abandoned).

Kansas

Coolidge, Hamilton Co.: Thomas J. Coolidge, pres. of Santa Fe.

Corning, Nemah Co.: Erastus Corning, pres. of New York Central.

Holliday, Johnson Co.: Cyrus K. Holliday, pres. of Santa Fe.

Nickerson, Nickersun Co.: Thomas Nickerson, pres. of Santa Fe.

Parsons, Labette Co.: Levi Parsons, pres. of Missouri-Kansas-Texas.

Strong City, Chase Co.: Wm. B. Strong, pres. of Santa Fe.

Kentucky

Guthrie, Todd Co.: James Guthrie, pres. of Louisville & Nashville.

Louisiana

Harahan, Jefferson Parish: Wm. J. Harahan, pres. of Chesapeake & Ohio.

Leesville, Vernon Parish: Robert E. Lee, pres. of Valley RR. (now B&O) after serving as commander of Confederate Army.

Maine

Veazie, Penobscot Co.: Samuel Veazie, pres. of Bangor, Oldtown & Milford (now abandoned).

Maryland

Garrett, Dekalb Co.: John W. Garrett, pres. of B&O.

Lord, Allegany Co.: C. K. Lord, pres. of Cumberland & Penna. (now Western Maryland).

Pittsville, Wicomico Co.: Dr. H. R. Pitts, pres. of Wicomico & Potomac (now Baltimore & Eastern).

Michigan

Buchanan, Gerrien Co.: James Buchanan, pres. of Harrisburg, Portsmouth, Mount Joy & Lancaster (now Pennsy); later 15th President of the U.S.

Vanderbilt, Otsego Co.: Cornelius Vanderbilt and son, Wm. H., both New York Central presidents.

Minnesota

Becker, Sherburne Co.: Geo. L. Becker, pres. of St. Paul & Pacific, First Div. (now Great Northern).

Cook, St. Louis Co.: Wirth H. Cook, pres. of Duluth, Winnipeg & Pacific (now Canadian National).

Drake (now Magnolia), Rock Co.: Elias F. Drake, pres. of St. Paul & Sioux City (now C&NW).

Felton, Clay Co.: Samuel M. Felton, pres. of Chicago Great Western.

Fisher, Polk Co.: Wm. H. Fisher, pres. of St. Paul & Duluth (now Northern Pacific).

Gregory, Morrison Co.: John Gregory Smith, president of Northern Pacific.

Henning, Otter Tail Co.: B. S. Henning, pres. of Northern Pacific, Fergus & Black Hills (now NP).

Hills, Rock Co.: Frederick C. Hills, pres. of Sioux City & Northern (now Great Northern).

Hinckley, Pine Co.: Isaac Hinckley, pres. of Phila., Wilmington & Baltimore (now Pennsy). Town was scene of disastrous lumber fire in 1894.

Kelsey, St. Louis Co.: Kelsey D. Chase, pres. of Duluth, Missabe & Northern (now DM&IR).

Litchfield, Meeker Co.: named for Litchfield brothers, Electus, Darwin, and Edwin, promoters of St. Paul & Pacific.

Lowry, Pope Co.: Thomas Lowry, pres of Soo Line.

Moorhead, Clay Co.: Wm. G. Moorhead, pres. of Phila. & Erie (now Pennsy) and partner in Jay Cooke & Co., which financed many railroads.

Perham, Ottertail Co.: Josiah Perham, pres. of Northern Pacific.

Savage, Scott Co.: Marion W. Savage, pres. of Minneapolis, St. Paul, Rochester & Duluth Electric Traction Co., "Dan Patch Line" (now Minneapolis, Northfield & Southern) and owner of famous racehorse Dan Patch.

Stephen, Marshall Co.: Geo. Stephen, pres. of Canadian Pacific.

Thomson, Carlton Co.: J. Edgar Thomson, pres. of PRR.

Tower, St. Louis Co.: Charlesmagne Tower, Sr. and Jr., both pres. of Duluth & Iron Range (now DM&IR).

Tracy, Lyon Co.: John F. Tracy, pres. of C&NW.

Villard, Pope Co.: Henry Villard, pres. of Northern Pacific.

Wright, Carlton Co.: Chas. B. Wright, pres. of Northern Pacific.

Mississippi

Falkner, Tippah Co.: Wm. C. Falkner, pres. of Ship Island, Ripley & Kentucky (now Gulf, Mobile & Ohio) grandfather of Nobel Prize novelist.

McComb, Pike Co.: H. S. McComb, pres. of New Orleans, Jackson & Northern (now IC).

Nettleton, Lee Co.: Geo. H. Nettleton, pres. of Kansas City, Memphis & Birmingham (now St. Louis-San Francisco).

West Station, Holmes Co.: A. M. West, pres. of Mississippi Central.

Missouri

Allen, Cape Girardeau Co.: Thos. Allen, pres. of St. Louis & Iron Mt. (now MP).

Forbes, Holt Co.: J. M. Forbes, pres. of CB&Q.

Blairstown, Henry Co.: John I. Blair, pres. of Sioux City & Pacific (now C&NW).

Brookfield, Linn Co.: John W. Brooks, pres. of Burlington & Missouri River (now Burlington).

Houck Jct., Cape Girardeau Co.: Thos. Allen.

Marquand, Madison Co.: Henry G. Marquand, pres. of StL&IM.

Nettleton, Caldwell Co.: Geo. H. Nettleton, pres. of Kansas City, Memphis & Birmingham (now St. Louis-San Francisco).

O'Fallon, St. Charles Co.: John O'Fallon, pres. of North Missouri (now Wabash).

Tracy, Platt Co.: John F. Tracy, pres. of Chicago, Rock Island & Pacific.

Wilson, Mississippi Co.: Robt. E. L. Wilson, pres. of Jonesboro, Lake City & Eastern (now Frisco).

Montana

Billings, Yellowstone Co.: Frederick Billings, pres. of Northern Pacific.

Dillon, Beaverhead Co.: Sydney Dillon, pres. of Union Pacific.

Nebraska

Ames, Kimball Co.: Oliver Ames, pres. of Union Pacific.

Benedict, York Co.: E. C. Benedict, pres. of Kansas City & Omaha (now Burlington).

Blair, Washington Co.: John I. Blair, pres. of Sioux City & Pacific (now C&NW).

Dodge, Douglas Co.: Grenville M. Dodge, pres. of Missouri-Kansas-Texas and chief engineer of Union Pacific.

Farnam, Dowson Co.: Henry W. Farnam, pres. of Chicago & Rock Island (now Rock Island).

Gurley, Cheyenne Co.: F. G. Gurley, pres. of Santa Fe.

Hubbard, Dakota Co.: Asahel W. Hubbard, pres. of Covington, Columbus & Black Hills (now C&NW).

Nevada

Blair and Blair Jct., Esmeralda Co.: John I. Blair, pres. of Sioux City & Pacific (now C&NW) and owner of Silver Peak RR. (now abandoned).

Yerington, Lyon Co.: H. M. Yerington, pres. of Carson & Colorado, (now abandoned).

New Hampshire

Fremont, Rockingham Co.: John C. Fremont, pres. of Memphis & El Paso (now Texas & Pacific).

New Jersey

Blairstown, Warren Co.: John I. Blair, pres. of Blairstown Ry. (now NYS&W) and later of other roads.

Wortendyke, Bergen Co.: Cornelius Wortendyke, president of New Jersey Midland (now Susquehanna).

Northern Pacific depot at Billings, Mont., named for a president of NP.
C. T. Steeb

Yorketown, Salem Co.: Thomas Jones Yorke, pres. of West Jersey (now Pennsylvania-Reading Seashore Lines).

New Mexico

Engel, Sierra Co.: E. J. Engel, pres. of Santa Fe.
Hagerman, Chaves Co.: J. J. Hagerman, pres. of Pecos Valley & North Eastern (now Santa Fe).
Robinson, Colfax Co.: Albert A. Robinson, pres. of Mexican Central (now National Railways of Mexico) and vice pres. of Santa Fe.

New York

Corning, Steuben Co.: Erastus Corning, pres. of New York Central.
Depew, Erie Co.: Chauncey M. Depew, pres. of New York Central.
Fremont, Steuben Co.: John C. Fremont, pres. of Memphis & El Paso (now Texas & Pacific).
Harriman, Orange Co.: E. H. Harriman, pres. of Union Pacific.
Paul Smiths, Franklin Co.: Paul Smith, pres. of Paul Smith's Electric Light & Power & Railroad (RR now abandoned).
Port Jervis, Orange Co.: John B. Jervis, pres. of Northern Indiana (now New York Central).

North Carolina

Morehead, Carteret Co.: John M. Morehead, pres. of North Carolina (now Southern Ry.).
Spencer, Rowan Co.: Samuel Spencer, pres. of Southern Ry.

North Dakota

Barney, Richland Co.: A. H. Barney, pres. of Northern Pacific.
Billings, Slope Co.: Frederick Billings, pres. of NP.
Cassleton, Cass Co.: Geo. W. Cass, pres. of NP.
Granville, McHenry Co.: Grenville M. Dodge, pres. of Missouri-Kansas-Texas and chief engineer, Union Pacific.
Hannaford, Benson Co.: Jule M. Hannaford, pres. of NP.
Hannaford, Griggs Co.: Jule M. Hannaford.
Hillsboro, Traill Co.: James J. Hill, pres. of Great Northern.
Lynchburg, Cass Co.: Frank Lynch, pres. of Red River Valley & Western (now Great Northern).
Minot, Ward Co.: Henry D. Minot, pres. of Eastern Ry of Minnesota (now Great Northern).
Oakes, Dickey Co.: Thomas F. Oakes, pres. of NP.
Stickney (now Ojata), Grand Forks Co.: A. B. Stickney, pres. of Chicago Great Western.
Tower City, Cass Co.: Charlemagne Tower, pres. of Duluth & Iron Range (now DM&IR).
Underwood, McLean Co.: Fred W. Underwood, pres. of Erie.
Villard, McHenry Co.: Henry Villard, pres. of Northern Pacific.
Washburn, McLean Co.: named for either W. D. Washburn, pres. of Soo Line, or his brother, Cadwallader C., governor of Wisconsin.

Ohio

Carey, Wyandot Co.: John Carey, pres. of Indiana, Bloomington & Western (now New York Central).
Fremont, Sandusky Co. John C. Fremont, pres. of Memphis & El Paso.
Jewett, Harrison Co.: T. M. Jewett, pres. of Pittsburgh, Cincinnati & St. Louis (now Pennsy).
Payne, Pauling Co.: Henry B. Payne, pres. of Cleveland, Columbus & Cincinnati (now New York Central).
Rawson, Hancock Co.: L. Q. Rawson, pres. of Lake Erie & Western (now NKP).
Willard, Huran Co.: Daniel Willard, pres. of B&O.

Oklahoma

Depew, Creek Co.: Chauncey Depew, pres. of New York Central.
Ingersoll, Alfalfa Co.: Chas. Edw. Ingersoll, pres. of Choctaw Northern (now Rock Island).
Ripley, Payne Co.: Edw. P. Ripley, pres. of Santa Fe.
Keyes, Cimmaron Co.: Henry Keyes, pres. of Santa Fe.
Stilwell, Adair Co.: Arthur E. Stilwell, pres. of Kansas City, Pittsburg & Gulf (now Kansas City Southern).

Oregon

Barstow, Multnomah Co.: W. S. Barstow, pres. of Northwestern Ohio Ry. & Power (rail operation now abandoned) and manager of Oregon Electric Ry.
Gerlinger, Polk Co.: Louis Gerlinger, pres. of Salem, Falls City & Western (now SP).
Gray, Linn Co.: Carl R. Gray, pres. of Oregon Electric, later pres. of Union Pacific.
Hilgard, Union Co.: named from Hilgard, Henry Villard's original surname; he was pres. of Northern Pacific.
Holloday, Clatsop Co.: Ben Holladay, pres. of Oregon & Calif. (now SP).
Moffat, Washington Co.: Geo. B. Moffat, pres. of Oregon Electric.
Talbot, Jackson Co.: Guy W. Talbot, pres. of Walla Walla (now Northern Pacific) and vice pres. of Oregon Electric Ry.
Viento, Hood Co.: synthetic name taken from first two letters of Henry Villard, pres. of Northern Pacific; Wm. Endicott, Boston capitalist, and a railroad contractor named Tolman.

Pennsylvania

Comly (now Perkasie) Bucks Co.: Franklin A. Comly, pres. of North Penna. (now Reading Co.).
Cressona, Schuylkill Co.: John C. Cressen, pres. of Mine Hill & Schuylkill Haven (now Reading Co.).
Dickson City, Lackawanna Co.: Thomas Dickson, pres. of Delaware & Hudson.
Hershey, Dauphin Co.: Milton S. Hershey, pres. of Hershey Transit (electric railway operation now discontinued), best known for his chocolate bars.
Hyndman, Bedford Co.: E. K. Hyndman, pres. of Pittsburg & Western (now B&O).
McAdoo, Schuylkill Co.: Wm. G. McAdoo, pres. of Hudson & Manhattan; director-general of railroads during World War I.
Olyphant, Lackawanna Co., George T. Olyphant, pres. of Delaware & Hudson.
Packerton, Carbon Co.: Asa Packer, pres. of Lehigh Valley.
Sayre, Bradford Co.: Robt. H. Sayre, pres. of South Penna. (now defunct); vice pres. of Lehigh Valley.
Scottdale, Westmoreland Co.: Thomas A. Scott, pres. of PRR.
Tower City, Schuylkill Co.: Charlemagne Tower, pres. of Duluth & Iron Range (now DM&IR).
White Haven, Luzerne Co.: Josiah White, pres. of Lehigh Coal & Navigation Co., operator of Lehigh & Lackawanna (now Jersey Central).

South Carolina

Aiken, Aiken Co.: Wm. Aiken, pres. of Charleston & Hamburg (now Southern Ry.).
Hayne, Spartanburg Co.: Robt. Y. Hayne, pres. of Louisville, Cincinnati & Charleston (now Southern Ry.).
Heath Springs, Lancaster Co.: Leroy Springs, pres. of Lancaster & Chester.
Johnston, Edgefield Co.: W. P. Johnston, pres. of Charlotte, Columbus & Augusta (now Southern Ry.).

South Dakota

Alexandria, Hanson Co.: Alexander Mitchell, pres. of Chicago, Milwaukee & St. Paul (now Milwaukee Road).
Lowry, Walworth Co.: Thomas Lowry, president of Soo Line.
Mitchell, Davison Co.: Alexander Mitchell.
Roswell, Miner Co.: Roswell Miller, pres. of Chicago, Milwaukee & St. Paul.

Tennessee

LaFollette, Campbell Co.: Harvey M. LaFollette, pres. of LaFollette Coal, Iron & Ry.

Texas

Alvord, Wise Co.: J. B. Alvord, pres. of Fort Worth & Denver City (now Burlington).
Bledsoe, Cochran Co.: Samuel T. Bledsoe, pres. of Santa Fe.
Coolidge, Limestone Co.: Thomas J. Coolidge, pres. of Santa Fe.
Howland, Lamar Co.: Edw. Howland R. Green, pres. of Texas Midland (now SP), son of Hetty Green, America's richest woman in her day.
Huntington, Angelina Co.: Collis P. Huntington, pres. of Southern Pacific.
Lazare, Cottle Co.: Samuel Lazare, pres. of Quanah, Acme & Pacific.
Lord, Ochiltree Co.: H. C. Lord, pres. of Santa Fe.
Lott, Falls Co.: Uriah Lott, pres. of San Antonio & Aransas Pass (now SP).
McAdoo, Dickens Co.: Wm. G. McAdoo, pres. of Hudson & Manhattan, Secretary of Treasury under Woodrow Wilson.
Manvel, Brazoria Co.: Allen Manvel, pres. of Santa Fe.
Markham, Matagorda Co.: Chas. H. Markham, pres. of Illinois Central.
Pomeroy, Carson Co.: Samuel P. Pomeroy, pres. of Santa Fe.
Port Arthur, Jefferson Co.: Arthur E. Stilwell, pres. of Kansas City, Mexico & Orient (now Santa Fe).
Reinhart, Dallas Co.: J. W. Reinhart, pres. of Santa Fe.
Rosenberg, Fort Bend Co.: Henry Rosenberg, pres. of Gulf, Colorado & Santa Fe (now Santa Fe).
Sealy, Austin Co.: Geo. and John Sealy, presidents of Gulf, Colorado & Santa Fe (now Santa Fe).
Twitchell, Ochiltree Co.: Ginery Twitchell, pres. of Santa Fe.

Utah

Orem, Utah Co.: Wm. C. Orem, pres. of Salt Lake & Utah (now abandoned).

Virginia

Jimhill: James B. Hill, pres. of Louisville & Nashville.
Norton, Wise Co.: Eckstein Norton, pres. of Norfolk & Western and later of L&N.
Smith: Milton H. Smith, pres. of L&N.
Tilford: John E. Tilford, pres. of L&N.

Washington

Hillyard (now part of Spokane), Spokane Co.: James J. Hill, pres. of Great Northern.
Oakesdale, Whitman Co.: Thomas F. Oakes, pres. of Northern Pacific.
Pullman, Ritchie Co.: George M. Pullman, pres. of Metropolitan Elevated Ry. and Pullman Co.
Sprague, Lincoln Co.: John W. Sprague, pres. of Olympia & Chehalis Valley (now NP).
Villard Jct., Walla Walla Co.: Henry Villard, pres. of Northern Pacific.
Weeks, King Co.: W. C. Weeks, pres. of North Bend & Eastern (now NP).

West Virginia

Barnum, Mineral Co.: Wm. H. Barnum, pres. of Housatonic (now New Haven).
Benbush, Tucker Co.: Benj. F. Bush, pres. of Western Maryland.
Camden, Lewis Co., and Camden on Gauley, Webster Co., John N. Camden, pres. of W. Va. & Pittsburgh (now B&O).
Cowen, Webster Co.: John K. Cowen, pres. of B&O.
Davis, Tucker Co.: Henry Gassaway Davis, pres. of W. Va. Central & Pittsburg (now Western Maryland).
Elkins, Randolph Co.: Stephen B. Elkins, pres. of Piedmont & Cumberland (now Western Maryland).
Erbacon, Webster Co.: Edw. R. Bacon, pres. of B&O Southwestern (now B&O).
Gassaway, Braxton Co., and Henry, Grant Co., Henry Gassaway Davis.
Huntington, Cabell Co.: Collis P. Huntington, pres. of C&O.
Kimball, McDowell Co.: Frederick J. Kimball, pres. of N&W.

Wisconsin

Colby, Clark and Marathon counties: Chas. Colby, pres. of Wisconsin Central (now Soo Line).
Gordon, Sauk Co.: possibly named from Wm. W. Gordon, pres. of Central RR. of Georgia.
Phillips, Price Co.: Elijah B. Phillips, pres. of Lake Shore & Michigan Southern (now New York Central).
Rhinelander, Oneida Co.: F. W. Rhinelander, pres. of Milwaukee, Lake Shore & Western (now C&NW).
Weyerhaeuser, Rusk Co.: Frederick Weyerhaeuser, pres. of Duluth & North Eastern and founder of a giant lumber company.

Wyoming

Calvin, Carbon Co.: E. E. Calvin, pres. of Union Pacific.
Harriman, Laramie Co.: E. H. Harriman, pres. of UP.

CANADA

Alberta

Hanna: D. Blythe Hanna, pres. of Canadian Northern (now Canadian National).
Hays: Chas. M. Hays, pres. of Grand Trunk (now Canadian National); died in sinking of *Titanic*.
Lenarthur: compound of names of Dr. J. K. McLennan and J. D. McArthur, vice pres. and pres. respectively of Alberta & Great Waterways Ry. (now Northern Alberta).
Strathcona (now part of Edmonton): Lord Strathcona, Donald A. Smith, pres. of Canadian Pacific.
Wainwright: Wm. Wainwright, acting president of Grand Trunk Ry. (now Canadian National).

British Columbia

Haysport: believed to be named after Charles M. Hays, pres. of Grand Trunk (now Canadian National), but not confirmed.

Manitoba

Rivers: Chas Rivers Wilson, pres. of Grand Trunk (now CNR).
Strathcona: Lord Strathcona, Donald A. Smith, pres. of Canadian Pacific.

Saskatchewan

Estevan. Formed by selection of letters from names of George Stephen and Wm. C. Van Horne, first and second presidents, respectively, of Canadian Pacific.
Melville. Charles Melville Hays, pres. Grand Trunk Ry. (now Canadian National).

They're Rebuilding STEAM LOCOMOTIVES in Virginia Today

Fort Eustis, Va.: Men of 4th Terminal Command use one of their cranes to lift locomotive boiler off Army landing craft.
U.S. Army photographs on these two pages

TWO of the nine steam locomotives at Fort Eustis, Va., are being modernized and at the same time giving soldiers of the 774th Railway Group valuable training. Fort Eustis is one of the few places in the nation still using both steam and diesel power. Soldiers trained here can operate rail systems any place on earth.

The two engines being refurbished are United States Army 607 and 612. Originally built by Baldwin in 1943, the 612 was a USRA class costing $80,000. The other one, from Lima, entered Army service in 1945.

Both locomotives, built specifically for the Army, were in continuous service till July, 1960, when they were stored for mechanical repairs. Also on the active roster at Fort Eustis are six Consolidations and three 0-6-0 switchers.

A shipbuilding and drydock firm in the area is working with the men of the 774th on repairs beyond the scope of Army shops. The firm was chosen because of its experience with ship boilers, which are similar to locomotive boilers. Experienced repair men of steam locomotive boilers are now rare. The shipbuilding firm called back from retirement a master boilermaker to work on the Army job. Army shop tools and equipment also were used.

First phase of the project was completed last September. The two engines were brought from Norfolk, Va., by ships and personnel of the 4th Terminal Command, located at Fort Eustis, giving the men of the 4th experience in handling difficult cargo. Final re-assembly is now under way at the fort.

This job marks the first time in almost ten years that any large-scale steam locomotive rehabilitation has been undertaken in the United States.

The 774th, commanded by Lt. Col. R. C. Howard, is the only unit of its type in the active Army. With over 40 miles of track, the Fort Eustis line has just about all the facilities of a class 1 railroad. It is the only place in the country where Army personnel are trained in railroad operation and maintenance.

Rear view of the 612 in Fort Eustis locomotive shop, where she is being reassembled, the largest steam engine rehabilitation job in America for years.

Army Shop Battalion personnel labor diligently to replace flues in USA No. 612, which Baldwin built in 1943.

Rehabilitation job: boiler of USA 612 is seen resting on the driving wheels upon arrival at Third Port area, Fort Eustis.

John W. Barriger, one of the greatest railroad men of modern times, is now a special consultant on the Frisco Lines with headquarters at St. Louis, having been retired December 31st as president of the Pittsburgh & Lake Erie. (Above) Mr. Barriger amassed the world's largest private railroad library. (Below) He points out a feature in P&LE's classification yard to the visiting chairman of the British Transport Commission, Sir Brian Robertson. JWB is also an active railfan. We told his life story in June '63 issue of Railroad Magazine in *Interesting Railfans* series.

British Railways, New York City office

INFORMATION BOOTH

1 *..What is a "Paul Bunyan" car?*

A new type of pulpwood car named for the legendary giant lumberjack. Maine Central and Bangor & Aroostook have just acquired 368 such cars from the builder, Magor Car Corp. These are the longest units of their type in America, 72 feet overall, with standard bulkhead-ends and one in the center dubbed "Eiffel Tower" because of its structure and height. For many years giant logs have been known colloquially as "Paul Bunyan's toothpicks."

2 *Are any long railroads being built today in the United States?*

No, but in Canada nearly 400 miles of new line, the Great Slave Lake Railway, are under construction from Peace River to a vast mineral-rich wilderness on the bleak shore of Great Slave Lake, not far from the Arctic Circle. This road is expected to cost at least $86 million. By next fall trainloads of lead and zinc ore should be rolling toward the smelters at Trail, B.C. The town of Peace River is on the Northern Alberta Railway 317 miles northwest of Edmonton.

3 *What happened to the Daniel Webster, lightweight experimental train acquired by the New Haven several years ago but discontinued because of operational failures?*

We understand it was sold to Pickens Railroad (9 miles) in South Carolina for use on "special excursions," but the road's general manager has not yet answered our query on this point.

4 *Now that Alco Products, Inc., has been sold to Worthington Corp., will it continue to build diesel locomotives?*

Yes, indeed. The former American Locomotive Co., now in its 117th year, is one of America's 3 major builders and exporters of diesel locomotives. In 1901 it grew out of the former Schenectady Locomotive Engine Manufactory (which in 1851 became the Schenectady Locomotive Works) and 6 other major engine-building companies, and a few years later it absorbed 5 more. Alco and its predecessors built some of America's

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

most famous steam locomotives from the 15-ton *Lightning* in 1847 to the Union Pacific's 600-ton "Big Boys" nearly a century later. It also pioneered in the development of diesels, and will continue to build them at Schenectady, N.Y. Its new owner, the Worthington Corp., is best known as a manufacturer of marine pumps and feedwater heaters but is now much diversified.

5 *How much does it cost to haul a ton of freight a mile by rail?*

According to latest ICC figures, the average railroad revenue per ton-mile is 1.3 cents—lowest since 1948, despite the inflation—compared with 6.5 cents the common-carrier trucks get!

6 *What happened to the Freedom Train?*

This special streamliner started out from Philadelphia, the nation's first capital, on September 11, 1947, and wound up 16 months and 48 states later in the present capital, Washington, D.C. (The Union had only 48 states then.) It was the world's longest rail trip—over 52 railroads. Displayed to some 3½ million American people in more than 300 population centers were 138 priceless original documents such as the Declaration of Independence, General Washington's Revolutionary War account book, the Bill of Rights, the Emancipation Proclamation, etc.

The locomotive, a 2,000-hp diesel, was built by Alco and General Electric. Three Pullman cars carried the personnel. Santa Fe supplied a baggage car. Pennsy contributed 3 coaches, which it rebuilt into exhibit cars to house the documents, and later rebuilt it back into passenger coaches.

"After the 37,000-mile tour had ended," Freeman Hubbard wrote in his book, *Great Trains of All Time*, "the rebuilt railroad cars went back to their owners. The diesel locomotive, No. 1776, was repainted and sold to the Gulf, Mobile & Ohio. Proudly wearing a bronze plaque which proclaims that this engine had hauled the *Freedom Train*, she is still in service as No. 292, but is wheeling freight."

7 *The Virginian Railway, a book by H. Reid, mentions the articulated triplex 2-8-8-8-4 and refers to 3 similar Erie locomotives. How long were the latter in service? Did the Erie have better luck with that type than the VGN had?*

The Erie giants operated from 1914 till about 1929. Baldwin built all three, No. 5014 in 1914, Nos. 5015 and 5016 two years later. They ran on the Delaware Division at Susquehanna, Pa., pushing heavy freights up the grade to Gulf Summit. After correcting some minor defects, the Erie found them quite satisfactory.

8 *Why don't U.S. railroads adopt an American version of the Eurailpass?*

We don't know, but the Canadian National offers a comparable travel bargain to Europeans visiting Canada. The CN offices in London and Paris encourage such tourists by offering them 30 days of unlimited CN train-riding for $99 (children, $50). Sleeping- and parlor-car space costs extra, but a Can-rail pass includes complimentary meals on certain trains, free checking of baggage up to 150 pounds, and stopovers within the 30-day limit. Sounds like a marvelous deal—for Europeans. The Canadian Pacific has not copied the idea, at least not yet.

Cavernous interior of 86-foot Jumbo cars for auto parts is longer than a bowling alley. Observe size of man.
Louisville & Nashville Railroad

9 *Which railroad word is correct: station, depot, or terminal?*

That depends upon what you refer to. A terminal is where trains start or end their runs. New York City Grand Central Terminal (built on the site of old Grand Central Depot, later called Grand Central Station) is the end of New York Central and New Haven main lines. Although New York's Penn Sta-

Jumbo car was developed through cooperative effort by several railroads, carbuilders, and manufacturers of automobiles.
Louisville & Nashville Railroad

The Train Dispatcher

Extra One-o-eight and Seven-five are doubleheading west,
Will meet Number Forty-two and Extra Sixty East at Brest;
Number Nine and Number Eight will meet at station Baraboo,
And the skipper on the local wants some time on Number Two.
A ham breaks in and tries to say that the Sixty-one at Tyre
Must run to Tates for water or else will have to pull her fire.
An order is quickly given for the run to Tates and back,
Then Extra Seventy wants orders to run to double track.

He calls K-I till his arm is lame; and the air is solid blue.
He fin'ly gets them started when the Seventy bursts a flue
And dies a woeful death with half her train out on the main,
So the local in behind them has to pull them back again.
Number Fifty has till ten-fifteen to clear for Number Nine,
And coal train Extra Sixty East will fill out at Willow Mine;
Forty and Number Fifty-one will meet at Copenhagen;
Seventy run ahead of Fifty-six till overtaken.

Number Two is reported out with a heavy pulling train,
With orders to run two hours late from the terminal to Payne.
The man at Reams calls up to say that a man who walked from Bayle
Reports that on the Merrimack curve he found a broken rail.
A bulletin is issued quickly: "Reduce to careful speed,"
And section men are hustled out on a case of urgent need.
Number Fifty-three with thirty loads of stock and hotshot freight
Is given until twelve-fifteen to make Zoar for Forty-eight.

The local wants an order to pass an Extra West at Brest;
Skipper says unless they get it he can mark them off for rest.
Plymouth says that Number Forty just arrived; reports, alack!,
That Sleepy Smith fell off a reefer and nearly broke his back.
As a number on the line report a heavy fall of snow,
The plow is quickly ordered out and a crew all set to go.
Extra One-o-three eastbound will run from Baker's Yard to Raines
With right of track on ev'rything but extra-fare varnish trains.

Things have come along so fiercely he has quite forgot his lunch,
But begins to think about it when he strikes another bunch.
Glendale opens up and tells him that Conductor Littlenerve
Says Extra Sixty spilled four cars two miles west, around the curve.
The wrecking outfit is ordered out and given a clear track,
And Bishop on the One-o-one fairly pounds her on the back
As she battles with the snowdrifts, while the fireman keeps her hot,
(Her first trip since overhauling, and she's Johnny-on-the-spot).

Then he listens to a message from the man at Murphysville
Saying Number Forty broke in two while coming down the hill,
And ran together in the cut just a mile around the bend;
Two cars of coal across the track and a car of oats on end.
In the face of these conditions, no despair of any type
Is apparent in his manner as he lights his corncob pipe
Before he answers Clyde with this information to impart,
That the One-o-four blew out a head just as she went to start.

Then a message from the interlocker man at Nightengale
Explains fully how the One-o-three dropped off the east derail;
They had to cut and get a drink and he thought they had their train
And the tank dropped off the derail when they coupled on again.
This is just a sample of what a dispatcher often finds
Awaiting his arrival—grief and woe of various kinds,
Requiring perfect judgement; cool and careful calculation

To stop delays and overtime and please the corporation.
His record shows he's from the East but finally sought the West,
And later wandered North, then South, in a spirit of unrest.
He has watched them dance to schedule in the good old summer time
And in winter stall with snow and ice as hills they tried to climb,
And in bad and foggy weather, on a wet or frosty rail,
Slipped in pulling in on siding and delayed the first class mail.
He has ordered out the wrecker more than once to clear the track
When a flagman had neglected to go proper distance back.

Out along the line it's dark and cold, the wind is sweeping strong,
And the snow is drifting badly; everything is going wrong.
The road is fairly swarming with lots of double-section trains,
And the busy wires are singing loud their frosty, humming strains.
With ev'ry faculty alert, with a cool and steady nerve,
He keeps close watch on the order book and train sheet, which serve
To keep him ever infromed with what already has been done,
And know with what success the trains are accomplishing their run.

The sounder clicking madly with that strange electric power
Tells of varying conditions as they change from hour to hour.
He opens the key to answer as a station down the line
Tells him Twenty-five is ready, Five ahead of Number Nine.
He quickly calls the man at Hobbs; "Thirty-one and Copy eight";
Instructs that Number Nine will run more than fifty minutes late,
And that Twenty-five will run to Grays ahead of Number Nine,
Meet Number Forty-two at Clarks; Extra Sixty East at Pine.

tion is a terminal for Long Island trains, it is merely a stop for through service between Washington and Boston, the area known as Megalopolis or one great city. The words *depot* and *station* are interchangeable; *depot* is more colloquail and a bit old-fashioned.

10 *How many of the 50 states still have "full crew" laws?*

Twelve, widely scattered: Arkansas, Indiana, Maine, Nebraska, Nevada, New York, Ohio, Oregon, Texas, Washington, and Wisconsin. These state laws, all enacted in the Steam Age, are today highly controversial. Railroad employes regard them as "safety" laws; management denounces them as "excess-crew" laws. The Maine statute, such as it is, applies only to steam-powered passenger trains. Last election, the voters of Arizona, California, and North Dakota repealed the full-crew laws in those states. Mississippi State Legislature repealed a similar statute earlier in the year.

11 *I am an old B&O brass pounder. Have lost my only copy of a favorite poem, "The Train Dispatcher." Would it be possible for you to replace it?*

Yes, gladly. We have a large collection of railroad songs and poems in our files. This one is much longer than the kind we ordinarily like to reprint. Author, anonymous, probably a train dispatcher. (See poem on this page.)

12 *What are the prospects for American railroads this year?*

Your question is too general. If it refers to passenger trains or number of employes, the figures are still slanting downward.

Presumably you want the answer from a business viewpoint. *The Wall Street Journal* predicts increases in rail freight traffic but not in profits. ICC regulations have eased up somewhat. Piggyback continues to be the bright spot, with about 10 percent annual gain. Rail terminal facilities are improving; the railroads can now compete with truckers on relatively short hauls. In fact, the rails are getting back much of the traffic they lost to truckers, especially vegetables, citrus fruits, and new automobiles in bi-level and tri-level cars. Last year showed some two million fewer truck movements on the highways. (There should be a lot less.)

13 *Which roads made up the all-rail route completed January 24, 1853, between Eastern cities and Chicago?*

The following lines, all now in the New York Central system: the Hudson River Railroad (New York to Albany),

the New York Central (Albany to Buffalo), the Lake Shore Railroad (Buffalo to Toledo), and the Michigan Southern & Northern Indiana (Toledo to Chicago).

14 *List the diesel demonstrator locomotives built by EMD, Alco, Fairbanks-Morse, and General Electric, giving the names of railroads to which they were sold and their new numbers.*

That's a tall order, but our technical editor, Sy Reich, patiently went to work and came up with the following data:

GM-EMD Demonstrators

GM-EMD No.	Model	Sold to	Renum.
10	40	McK. Ind.	?
-------	SW1	Mfr. Jct.	7
152	SW1	Scullin St.	6
500	SW8	Cuyahoga V.	855
800	SW8	IT	725
801	SW8	Geo. Nthn.	801
6534	SW900	Riv. Term.	99
6535	SW900	Waterloo	4
912 A, B	TR2	CB&Q	9400, A, B
2418, 2418A	TR4	ATSF	2418, 2418A
1600, 1600B	TR6	SP	4600 4700
822	E3A	KCS	21
765	E7A	UP	988
810-811	E8A	DL&W	810-811
952	E8A	CRI&P	43
1000-1001	LWT-12	CRI&P	2-3
499	B1	C&EI	202
525	GP7M	ATSF	99
100, 200, 300	GP7	C&NW	1518-1520
7257	GP9	WM	
990	SD7	SP	5308
991	SD7	B&O	760
5591	SD9	DM&IR	110
103A, B, D, C	FT	CNO&TP	6100 6104
59A	F3A	L&A	59A
291A1	F3A	TP&W	100
291B1	F3B	TP&W	100B
291A2	F3A	scrapped	
754A1	F3A	C&IL	85A
754B1	F3B	UP	65C
754A2	F3A		85B
459A, B, C, D	F7A F7B		1481 1482 1496 B, C
975	F7A	NP	705C
1483	F7A	UP	1483
1950	F7A	L&N	963-964
9052-9053	F7B	MSP&SSM	500B-501B
7001	FP7A	WC	2500A
9051	FP7A	MSP&SSM	500A
462	F9A(M)	ex C&NW	
510	?	scrapped	
511-512	EA	scrapped	
823-824	NW4	MP	4102-4103
889	NW2	UP	1000
900	SW900	?	?
911	SW1	Gt.L. Steel	11
922	GP7	EMD	100
1962	GP30	UP	875
5579	SD24	UP	448
5625-5628	GP20	SP	7234-7237
5629	GP22	EMD	1962 (to GP30)
5639	GP30	SAL	539
5652, 5653	GP35	UP	762-763
5654	DD35	UP	72B-73B
5655, 7200-7202	SD24	UP	445-447

FM Demonstrators

TM-1	H24	WAB	550
TM-2	—66		—551
TM-3	H24	SP	4800
TM-4	—66		—4801
4501	CPA	NYNH&H	790
4502	24-5		—791
2000	ALT 200-1	UP	1566
?	ALT 1000-6A	CMSP&P	777 (1819)

Alco, Alco-GE, Alco Prod.

628-1 628-4	DL-628	In serv.	
DL600 DL601	RSD-7	ATSF	600-601
?	RSD-5	ATSF	2157
?	RS-3	ATSF	2099
1500	RS-2	B&M	1500
1603A B, C, D	FA-2, FB-2, FA-2	C&NW	4103A, B —4104A, B
1602A B, C, D	FA-2 FB-2	GN	218A, B 279B, A
9077 9078	PA-3	MKT	59A, C
640-1	RS-27	PRR	2415
?	RS-11	SP	5720-5722
640-2 640-5	RS-27	UP	675-678
1190	RSC-2	UP	1190
660	S1	Tacoma Mu. Belt	905
DL-701	RS-11	?	
5	S1	?	
900	DL-531	?	

GE Mainline Demonstrators

2501 2503 2502 2504	U25B	UP	633 —636

Baldwin, B-W, Lima-Hamilton and B-L-H Westinghouse

?	DT 6-6 —2000	ATSF	2606
L-H 1000	Yd. Sw.	TP&W	300
1500	DRS 6-4 —1500	UP	1250

Running Extra

List of Norfolk & Western steam engines on display (we obtained a list from the road itself) omitted the 2156, Class Y6, at the National Museum of Transport at St. Louis, reports Thomas D. Dressler, 2708 Ritchie St., Portsmouth, Ohio 45662.

With regard to station agents wearing uniforms while on duty, we hear from Miss Elizabeth Thompson, 132 W. Congress St., Morenci, Mich. 49256:

"My father worked for the Lake Shore & Michigan Southern as a telegrapher and station agent. He wore a dark blue uniform and a station agent's cap. His uniform had gilt buttons inscribed *LS&MS Ry.* and gilt bars representing years of service. The buttons on his last uniform prior to leaving railroad service in 1917 carried *NYC.* We still have that last uniform.

"No LS&MS station agent could leave a depot when a train was due without wearing his cap. Mother says that the men had to buy their own uniforms and that inspectors ordered them to get new ones if the old ones were frayed or faded.

"Father hired out to the LS&MS as a section hand in 1892 and worked under his own father, who was a track foreman. Four years later he obtained a student permit from the LS&MC Telegraph Department to practice telegraphy at Fayette, Ohio, his home town. Later he was assigned to other stations, each time wearing a uniform."

Writing a book on the old Erie's Rochester Division, Wm. R. Gordon, 811 Garson Ave., Rochester, N.Y. 14609, needs data and pix on the *Unaka,* an ex-Pennsy 4-6-0, Dansville & Mt. Morris No. 5; also No. 55, a 4-4-0 with a link-and-pin coupler, and 4-4-0 No. 2, and 4-4-0 No. 111 (Danforth & Cooke, 1865), ex Morris & Essex 17, ex DL&W, and 0-6-0T (Schenectady builder's number 29660), ex Chestnut Ridge Railroad. He also wants data on Bath & Hammondsport 4-4-0 No. 3, built in 1875.

Great Northern station at Hillyard, Wash., was named for James J. Hill.
Great Northern Railway

"The Virginian's EL-2b electric locos did not go to the New Haven," writes Stephen G. Warner, 1720 Melrose Pl., Knoxville, Tenn., "commenting on an item in our December department. "They were sent to a Richmond scrap-iron plant to be cut up. Your information concerns the newer EL-C, C-C type General Electric rectifiers, which went to the New Haven about a year ago.

"Those EL-2b roundhouse electrics, of which there were 4, built by Westinghouse, were 4-4-4-4's coupled permanently back to back. I remember often hearing a deep-toned horn at a crossing near my home, and a few minutes later seeing the high nose, accompanied by the whine of blowers as the locomotive went quietly by, towing 200 loaded hoppers as easily as if she had been running light.

"Having lived in Roanoke, the eastern end of VGN electrification, I have fond memories of those 'round-noses,' as the enginemen called them. The last EL-2b run was two days before the line's final electric run June 31, 1961, from Roanoke to Elmore, W. Va. I recall watching the 228 tackle her cars and roll gallantly out of the yards for the last time. Three days later, she and her sisters double-headed back into Roanoke dead, in a coal drag."

Further details may be found in Lloyd Lewis's article, "Before the Wires Came Down: the Story of Virginian Electrification," in June '63 *Railroad Magazine.*

List of all North American shortlines still using only steam—no diesels or gas-electrics, even on stand-by—is wanted by Ed Fielding, 4 Clifton St., Lynchburg, Va. Incidentally, he says there's a Norfolk & Western steel water tower still standing east of Roanoke, near the spot where O. Winston Link recorded locomotive and train sounds for his *Thunder on the Blue Ridge.*

Interesting Railfans No. 26

BRONETTE EHRLICH

ONLY men and boys, they say, are interested in rail hobbies. Among the rare exceptions is Miss Bronettte S. Ehrlich of Washington, D.C. This gifted lady with a warm personality, a sense of humor, and a soft musical voice is an active member of the National Railway Historical Society, Washington Chapter—in her own right and not because she has a rail-buff husband.

Born at St. Joseph, Missouri, fifty or so years ago, she had little interest in railroading until she acquired a 35mm camera in 1951.

"The first day I had my own—not a borrowed—camera," she recalls, "I went on a Fall Foliage Tour behind a Baltimore & Ohio steam engine, hopefully to shoot color. We saw practically no fall foliage, but spent most of our time at a roundhouse in Brunswick, Maryland, for this was the first fantrip of the Washington Chapter of NRHS.

"What I missed in autumn coloring was more than made up for with human interest. Never before had I been with such an enthusiastic group. The most bizarre things delighted them: wheel arrangements, engine numbers, locomotive builders, weight of rail, and the time consumed in taking water and reaching mileposts. I heard remarks such as, 'What's Number so-and-so doing way up here?' It was like finding crepe myrtle north of the Arctic Circle."

That trip made her into a railfanette. The following September she took her camera to the Silverton narrow-gage line in Colorado.

"As I was heading north from Santa Fe to Aspen," she says, "I bought a ticket on a mixed train that ran only three times a week from Durango and I spent much time in the caboose, getting pictures of the spectacular scenery and the sure-footed trainmen walking the car tops as we snaked alongside the River of Lost Souls. It seemed like another world. Although I had bought a seat in the *Silver Vista,* I never sat down in it. Perched on seatbacks by open windows, I took shots of the little train rounding curves, and climbing the High Line, but not a single close-up of the engine.

"In those days I didn't know how important steam locomotive photos were. I have since learned. Nowadays, while riding a steam train, I hurry to the head end when it stops, with all the boys, to get close-in shots, amid unchivalrous cries of: 'Lady, please get out of the way! We want to take pictures.' "

Steam locomotives, when you can find them, make a challenging, satisfactory subject for a camera. Like most of us, Bronette prefers action shots with smoke and steam.

"Ordinarily, a museum piece standing in a park leaves me as cold as its boiler. But let a little kid gape at the wheels and it becomes alive and photogenic. Human interest fascinates me. One day in southern Mexico I was delighted to snap people at a grade crossing ignoring the approach of a train. Crossing casually in front of the puffing locomotive were oxcarts, goats, children on burros, barefoot maidens . . ."

Another Mexican experience she will always remember was riding a steam train, with a friend from Oaxaca through a picturesque valley to the marketplace of Tlacoula—an hour-long trip that cost only one and a half *pesos* (12 cents). Some fellow travelers were loaded down with flowers for sale, bright and sweet-smelling; several carried live chickens into the coach.

"When I tried to tell the engineer, in a mixture of guide-book Spanish and Latin, that I loved steam engines, he climbed down out of his cab and hugged me and offered to let me ride in the cab with him," she says.

She holds numerous awards for amateur photography, some of them obtained in competition with professionals. "In 1963," writes Mrs. Henry H. Waples, "she won a top place in our camera group for a photographic essay based on pictures taken on trips connected with the NRHS convention that year. Honors from this group came to Bronette so fast, and winning cups filled her shelves to the point where, from sheer embarrassment, she stopped competing."

Bronette's most successful railroad shot, which has had 16 acceptances in international photographic salons, was made in pouring rain and showed an engine on the Virginia Blue Ridge Railway with a skyfull of black smoke. To get it, she rode ahead of the locomotive on a railcar, but stayed so far ahead, for safety's sake, that only two of the pictures she took on that trip were worth showing.

Miss Bronette Ehrlich, rail hobbyist.

One of her friends states: "Bronette's camera is part of her daily attire. She puts it on automatically with her shoes and stockings. Everything is grist for her talent: a railroad yard, a field of sheep, a derelict old fellow camped by a river bank, the faces and hands of Mexico—these become prize winners through her camera lens. Any photographic trip with her is a hazard in itself. Her picture-taking prowess is so respected that a cruise on a river boat with her can be a near-catastrophe. When Bronette moves to the rail to get a good shot, the rush of amateur photographers to the spot has been known to nearly capsize the boat."

Besides various NRHS fantrips and conventions, B. E. has gone on several Illini RR. Club jaunts. "On the first of the Illini's oft-repeated Journeys to Yesterday," she recalls, "our engine bent an eccentric rod just out of Denver, on the return trip, and had to be bound up with her own bell-cord and hauled away ignominiously by a diesel."

Bronette also has visited many European countries in pursuit of pictures. "Most fun," she says, "was in Spain on the narrow-gage line from Gerona to San Feleu de Guixoles. Better than riding trains, though, is photographing them. Sometimes I talk other railfans

into taking me along when they are going to shoot the East Bound Top, an *Iron Horse Ramble,* or something else of the kind. On one occasion I broke a friend's wind shield with my forehead as we hurried across the bridge at Harrisburg and hit the rear of the car ahead, but I got a picture of a Reading train on the stone arched bridge, with engine smoke ribboning backward over the train."

This distinctive color-shot will adorn our front cover next month.

She is also a member of the Circus Fans of America, mainly for photographic reasons. To her, the big top, like the railroad, offers exciting and colorful camera subjects in great variety. But one unhappy day, while photographing some "big cats" in a circus act, she was sprayed by a magnificent Royal Bengal tigress which apparently didn't want its picture taken.

"Always," she says, "I seek action and life—on the rails, at a circus or rodeo, carnival or pet show, whitewater canoe race, church procession, parade. I mingle with crowds to get pictures. At times I walk through the woods or on a desolate beach, but mostly I prefer companionship. I live alone but can't say that I like it."

She has a fine collection of her own color slides and shows them at NRHS chapter meetings, churches, clubs, and so on. Her two biggest audiences were sponsored by the National Parks Service at the Washington Monument and the National Photographic Society in the auditorium of the Smithsonian Institution. A recent double-feature slide show for NRHS was a great success, judging from the number of people who praised it: "Week-end on the Missabe" (DM&IR) and "ABC's of Railroading," with original texts.

Bronette often shoots railroad pictures with human interest. For example, this view of Mexicans with goats crossing the track in front of an oncoming train.

Two years ago Bronette was rated a three-star exhibitor in the Photographic Society of America, and up till now she has had a total of 264 acceptances in international salons, with a variety of 76 photographs, including a dozen train subjects. Her camera studies have been exhibited all over the United States and Canada but never before in a magazine.

Miss Ehrlich explains her camera to a group of future railfans in the John F. Kennedy Playground, Washington, D.C., and tells them about the locomotives on display there: No. 84 (Baldwin, 1915), a woodburner converted to coal in 1915, which hauled bananas, the last 4-4-0 on International Rys. of Central America.

For the past ten years Miss Ehrlich has been employed by the District of Columbia Government as executive secretary to the Public Health Advisory Council. She has an apartment in the Foggy Bottom section of Washington, with a superb view of the Potomac River, three bridges, Georgetown, and the changing skyline of Arlington, Virginia, but has no television set.

"I have no time for TV," she explains. "And I never smoke, except on the rare occasions when I am fighting back tears. If things seem to be going against me, I find the 23rd Psalm consoling and I try to remember that 'All things are now working together for my good and in my favor.' I am religious but not in an orthodox sense. My favorite song, which has helped me through some rough times, is *You'll Never Walk Alone,* from *Carousel.*"

Bronette is well poised. She can put up with many minor annoyances that upset other people. But she can't stand talkative women who go on and on in endless detail about things she is not interested in, nor people who gabble so much that they won't let her get a word in edgewise.

She used to have a Boston terrier named Buddy. "I adored him," she says. "I stayed married an extra year because I couldn't bear to leave Buddy." She is fond of most animals. Fearless, too. Once, when she was a kid in camp, she had her picture taken with a live king snake wrapped around her neck.

"My standards for judging photos," she says, "are impact, originality, good technique, and pleasing composition.

"I read *Life Begins at Forty,* a book that urged people to develop hobbies, so that when they reached middle age, life would be more beautiful. It had

me worried, because at that time I had no hobby and couldn't think of anything I wanted to collect, except men, and that didn't seem like a practical approach to my middle age. Then along came photography, and that opened up many other avenues. My whole world became more interesting. I was seeing things I'd never seen before and in a different light. Trains, for instance."

Mrs. Robert J. Phillips of Washington adds this postscript: "The word *trains,* in our circle of friends, is synonymous with *Ehrlich.* That old cliche, 'Diamonds are a girl's best friend,' doesn't apply to Bronette. To Bron, the steam from an old locomotive is as heady as the aroma of vintage Napoleon brandy." ●

Burlington 4-8-4 No. 5632: the original was a color-shot by Bronette Ehrlich.

Modernized Lingo of the Rails

They don't even talk like they used to along the high iron anymore. At least, they won't if the American Railway Magazine Editors Association has its way. Recently a committee made up of four editors of railway publications issued a booklet containing 49 railroad terms they don't think should be used any longer. If their changes are adopted, much of the colorful "slanguage" of railroading will be sidetracked.

For example, engineers on switching locomotives no longer will "cut" cars. Instead they will "set aside a car" or "separate a car." To "cut" a car, according to the committee, implies slicing, gashing or dividing it. And this suggests to the shipper that his cargo is damaged. Maybe so, but I doubt that many switchboard yardmasters are going to tell their switchmen that "we have to separate this car!"

The "dead man control" on diesel locomotives has been removed—at least, in the new language of the rails. Now it's the "safety control." The old term is negative, the committee believes, and suggests imminent death of the engineer, loss of train control and possible other loss of life and damage to freight.

Work "gangs" are out now. The new word is "crew." You see, if you say "bridge gang," the public may think you're talking about a gang of street hoodlums or a prison chain gang. So if the editors have their way, it will be "paint crew" from now on.

"Deadheads" are gone, too. Now anyone riding a pass will be greeted by the conductor as a "pass holder" or a "pass rider" or simply as a "railroad employe." And what will one call a locomotive engineer, for example, who is riding a varnish job (pardon me, passenger train) to pick up a run? The editors don't suggest a word, but no crew member will deadhead to an assignment in the future. Possibly it will be called "job commuting," or something like that.

Incidentally, all grade crossings are eliminated in railroading's new language. They'll still be there to worry locomotive engineers, but they'll be called "highway crossings." "Grade crossings" implies that an automobile is being driven up a grade or a hill approaching tracks.

Hopper cars and reefers no longer will appear in the consist of freight trains. The public doesn't know what a "hopper" car is, but everyone knows a coal, ore or gravel car when they see one. And a "reefer," of course, is also a cigarette made from marijuana and smoked by some drug addicts. So refrigerator cars will be called that and no "reefers" on the railroads of tomorrow.

Passenger trains won't haul private cars anymore. Such a term, the committee says, "suggests an image of railroad officials traveling sumptuously in the much publicized private railroad cars of yesteryear." The terms "business car" and "office car" better describe the use of private railroad cars today, and so they'll now be called that.

The troublesome hotbox is gone, too, but only in the name applied to it. Now it is "overheated axle bearing." At least, this is the term the committee of editors hope that the newspapers will use. They feel that "hotbox" is a perfectly respectable term for railroad publications to use, but it isn't for public consumption.

Cars won't be "humped" anymore, either. Henceforth crews will "make up trains," "sort cars" or "classify cars" but they won't "hump" them. They will not use "power" to do this work, but will employ "locomotives," "diesels" or just plain "engines" since these are terms the public understands. And should a car get lost, it will be hunted down by a "car tracer" and not a "tracing clerk."

Gone, too, is the old "team track." Now it's to be known as "public loading track." Even "right-of-way" now will be simply "track." The "section laborer" who used to keep the "right-of-way" in good shape is now a "trackman"—a term which the public may confuse with an athletic participant.

If there is a derailment along the line, a "wrecker" or "wreck train" wont' be sent out to pick up the pieces. Instead a "special work train" or an "emergency work train" will get the assignment. And the man who will operate the big hook that picks up the derailed cars is no longer the "wreckmaster" but is now the "derrick foreman."

Fortunately, the committee of editors has left most of the colorful language of railroading untouched. "Hot-shot" freights will still operate apparently and engineers who are light-throttle artists will still "ball the jack." Division superintendents and such will still be the brass hats and the "scissor bill" will remain a favorite conversation topic around the switch shanty. And terms like "clear board" and "car knocker" and "ashcat" are likely to be around for a long time.

In time, of course, the language used on railroads will change, but let us hope that the change is slow in coming. Now that the steam locomotive has gone, the pungent, descriptive "slanguage" is about the only reminder left of what railroading used to be.

The foregoing, by Jack Maguire, was clipped from *The Locomotive Engineer,* the B. of L.E. publication. ●

Steve Maguire's

TRANSIT TOPICS

FOUR people of the six million who ride New York's subway, elevated and bus lines daily have the same good reason to be glad that they do. They recently divided a $12,000 jackpot as surprise winners of the amateur map-making contest sponsored by the New York City Transit Authority. R. Raleigh D'Adamo, a lawyer and past president of the Electric Railroaders Association, received $4,000. So did Harris Schectman, a Queens College sophomore, age 17. The other winners, John and Mary Condon, a young man-and-wife team of free-lance designers, shared $4,000 between them.

Steve Maguire

NYCTA is incorporating the best ideas from each of the winning maps into a master map designed to take the confusion out of traveling the city's intricate transit system. Professionals are drawing the master map—a job expected to take at least nine months. As a leading juicefan, D'Adamo knew a lot about the city's transit lines. Before entering the contest, he studied maps of the London Underground and the Paris Metro, both of which mark their routes with 8 colors.

"By way of contrast," he says, "all New York subway maps use only 3 colors to define 34 lines and 491 separate stations. Obviously, New York's present subway maps are trying to make too few colors do too much work."

Schectman developed map-making skill from studying the various information on bus transfers and riding various bus routes just for fun.

On the Condons' map, local stops are shown by a small circle in the color of the line, express stops by a circle twice the size. Free transfer points are designated by a long black line joining two circles. Each subway stop is shown in bold type.

"The virtue of our map is clarity,"

Iowa Terminal Railway car 31, ex CNS&M 216, running between Clear Lake and Mason City. (Below) IT's Emery shops, showing sign which says: "Warning, rail-fans keep out!" On page 39 we explain why the company posted such a notice.

Both photos by Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

Jim Bradley, Mounted Rte., Mt. Holly Springs, Pa. 17065

Car 1508 of El Paso city lines loads on Santa Fe Street in El Paso, Texas, for run through downtown area and across the Rio Grande into Ciudad Juarez, Mexico.

Condon said. "Everything about such a map must be simple and clear so that the average subway rider can read it. Right now he can't."

METROPOLITAN New York is seeing the end of its old-style rapid transit equipment. The city's first stainless-steel subway cars, from a record order for 600 such cars placed with the Budd Company last year, have begun to arrive. When the delivery is completed, the vast underground network will boast nothing but really modern rolling stock, except for a group of BMT cars that were modernized not long ago. Regarding other subway problems. *The New York Herald Tribune* editorializes:

"The Transit Authority deserves a kind word for its recognition that the subways are filthy. It is indeed good news that TA Chairman Joseph E. O'Grady is working on a program to give the cars a weekly bath and also an exterior paint job at least once every eight years. The idea is that this bright, wholesome look will attract more customers."

"Congratulations are in order. The patrons should be happy that the TA can find the necessary $3 million for cleanliness and still keep the fare at 15 cents. But at the risk of sounding churlish, we hope Chairman O'Grady doesn't stop with surface appearance. Let him look at the insides of the cars as well, specifically the dirt and clutter, the obscenities on the walls and the derelicts sleeping at full length. The clean-up ought to be complete, inside and outside."

FIRST baby born on a subway train, that we know of, is the son of 29-year-old Mrs. James Marston of Brooklyn, N.Y., en route to a Brooklyn hospital with her sister in morning rush-hour traffic last October 23rd.

Fortunately for her, Seaman 2-C Frank Hinton of the U.S. Navy Medical Corps and his wife happened to be riding in the same BMT subway car. Having assisted at many births, Frank noted the passenger in the final stage of labor pains. He told her sister to work her way through the crowded cars as fast as she could, find the conductor, and ask him to stop the train.

The conductor, Jerome Micele, held the train at Montrose Avenue station while he telephoned a dispatcher. He was ordered to proceed non-stop to Bedford Avenue station, four stops away, where an ambulance would meet the train. Meanwhile, Frank had cleared nearly all passengers from the train. The infant arrived suddenly, just before they reached Montrose Avenue, and squalled lustily. Frank handed the child to his wife.

Mrs. Marston groaned. "Oh, Oh, I think it's twins. I think I'm going to have another."

Later, the seaman said with a grin, "Right there I started looking around for Ben Casey."

But there was no twin. The scissors that cut the umblilical cord came from a lady's handbag and were sterilized over a fire made of trash. Then the baby was wrapped tenderly—in newspapers!—and shown to his mother. Frank helped two stretcher bearers to get the mother and child into an ambulance. There were no complications.

IN NEW JERSEY, the Port of New York Authority is receiving the first 3 of 162 new cars ordered for its PATH transit lines, the former Hudson & Manhattan Railroad that used to meet Pennsy trains at the old Manhattan Transfer. These cars will be used on the uptown lines operating to 33rd Street in New York City and will replace the old black cars, some of which date from 1909, when the road was opened.

As soon as the order is complete, the PATH lines that carry 100,000 passengers daily between Manhattan Island and New Jersey will have the nation's first completely air-conditioned rail rapid transit fleet.

READING CO. has sold 38 electric MU cars to Philadelphia's Passenger Service Improvement Corp. for $1 apiece—a real bargain!—and these are being rehabilitated to be teamed up with Budd *Silverliners* on electric lines serving the city and suburbs. The first revamped car, a smart-looking job in gleaming blue and white, was displayed at Reading Terminal, reports Art Munson, 25 Hillside Rd., Levittown, Pennsylvania.

COMPARISON of transit wages and fares in several large cities comes from Jim Cerny, one of our most prolific

Niteroi Transport Service, Brazil: cars 516 and 523 are waiting for passengers.

Campo Grande Tramway Service, Brazil: No. 14 loads for two-hour run to Ilha.

correspondents, 1022 Province St., Pittsburgh, Pa.

City	Hourly Wage	Basic Fare
Pittsburgh	$3.06	30¢
New York	3.04½	15
San Francisco	3.03	15
Chicago	2.95	25
Seattle	2.88	25
Los Angeles	2.87	25
Washington	2.83	25
Cleveland	2.81	25
Milwaukee	2.81	25
St. Louis	2.80	25
Detroit	2.75	25
Philadelphia	2.75	25
Baltimore	2.70	25
Cincinnati	2.56	25

In Pittsburgh where fares and wages are highest the transit workers are asking a pay rise to $3.35 an hour. The Port Authority there says that although actual operation shows a profit, taxes and depreciation bring about losses of over $700,000 every six months.

THE CHARLES CITY WESTERN has officially become part of the Iowa Terminal Railway. Its operations will probably be merged soon with the Mason City, Ia., line owned by the same company but separated by 26 miles in distance. There are no plans to join physically these two trolley freight lines.

The Mason City line, formerly Mason City & Clear Lake Ry., continues to bar hobbyists from its Emery shops, where most of the equipment is kept, because of unconscionable acts attributed to visiting fans. In one case a motorist from the West Coast drove off with a box of pilfered trolley wheels! The final insult came when an electric locomotive, left overnight on the line in Mason City, was found next morning with its bell missing. Thereupon, irate officials posted signs which said: "Warning, railfans keep out!"

WELLS STREET terminal in Chicago has finally been torn down. This old structure had quite a history. Built in 1904 for West Side elevated trains, it was used by the Chicago, Aurora & Elgin as a downtown terminal until 1955, when service was cut back for construction of the Congress Expressway. It served Garfield elevated trains while the expressway was being built.

FIRST experiment of Chicago Transit Authority with Sunday service on "Skokie Swift" last fall exceeded the predicted number of passengers by about 500. The service was added for persons attending a football game. Trains ran for two hours prior to the game and one and a half hours after it. A total of 1,075 rides was recorded for 3½ hours of service.

The peak riding week since Skokie Swift began last April 20th was reached during the week of September 28th through October 3rd, with 30,900 passengers.

Juiz de Fora, Brazil: small car speeds out to the suburbs and Santa Teresina.

Sao Luiz, Brazil: youngsters are stealing rides on the back of a Brill open car. Service is inadequate and overcrowding is common, but the trolleys still run.

Foreign Trolley Lines

SOUTH AMERICAN streetcars interest Allan J. Berner, who has just returned to his home, 871 Aberdeen Rd., Bay Shore, L.I., N.Y., after a month's visit to that continent. He informs us that one of the few trolley lines left in Brazil is at Sao Luiz, where 8 Brill open cars serve 4 routes, one of which runs about 4 miles to a suburb, Filipinho. The latter line is in sad condition. Headway is nearly one hour, so few cars are needed. Speed is hardly more than a walk, with delays due to cattle, horses, pigs, dogs, and burros standing or sleeping on the tracks. Some collective buses and autos compete with the trolleys for passengers.

Northern Brazil is notoriously poor and behind the times. Sao Luiz has few paved streets. Most of the dirt roads are either thick with yellow dust in dry weather or soft mud in the rain. They are such hopeless mud holes that people seldom venture outdoors in tropical storms. You can imagine how the trolleys operate. Originally they had air brakes, but for some reason the compressors have been removed and the motormen laboriously wind up the big hand brakes for each stop.

Further south, about 4 hours by train north from Rio de Janeiro, is the sleepy town of Juiz de Fora, where the remnants of a fleet of very old open cars, both single-and double-trucked, are still creaking and clattering over the badly-worn rails. Only three lines are left, all single track in city streets with occasional turnouts. The cars are

in very loose condition; the double-truckers twist in a way that reminds you of rubber bands.

In Rio de Janeiro, all trolleys of the Brazilian Traction Co. have disappeared from the downtown area. This company paid the city for the right to cease operations that had become too costly because of the low fares enforced by law. By going out to the Dom Pedro railway station, you can see Rio's few remaining trolley lines, which use big, green, open cars.

The meter-gage independent Carioca Railway, operating in Rio's hilly and colorful Santa Teresa residential district, is still running and is a tourist attraction. Its open motor-trailer trains traverse the many hills and cross an ancient, high, stone aqueduct, often shown on postcards.

Across the Bay from Rio, our correspondent found a single remaining line in decrepit condition at Niteroi, where a few cars, both open and closed, run to Sao Gonzalo on headways of about 35 minutes. Competing collective buses use the same streets and roads. With 10-minute headway, they render the electric traction unnecessary, and most of the trolleys roll along almost empty. The same company runs some old French trolley-buses.

An hour by train south from Rio there is a real country-type *"Toonerville"* in the village of Campo Grande, where several types of open trolleys run on side-o-the-road trackage.

SINCE 1956 we have been fortunate to receive Japanese electric line news from a fellow Jerseyan, J. Wallace Higgins, who lived in Tokyo and spent a happily married life there. Now he is coming back to the states and will reside in southern California. During his 8 years in Japan, Wally covered every traction line running on the 5 islands, with a total of about 150 different companies. We asked him to summarize the future of the streetcar in Japan. Here are his comments:

"I feel sure that this country won't lose any streetcar system in 1965, except perhaps a few minor ones, such as the Matsumoto line, with only 6 cars, which quit last year. But if the highway-men implement major changes in Tokyo's city policy, the bottom could fall out in '65 and '66.

"So the future of trolleys in Japan's biggest cities is indefinite. Equipment is generally well maintained and track rebuilding continues, at least in Tokyo, but surface cars are becoming less important as subways reach out. Most city planners would like to see subways or buses replace them. If these men get their way, wholesale abandonments could begin at any time.

"Small streetcar operations, with one or two routes and 10 or 20 cars, are vanishing rather rapidly. The "Toonerville" are almost gone. Brightest spots for Japanese trolleys are the medium-sized cities outside the Tokyo and Osaka metropolitan areas. The major off-street interurbans are doing very well, with new cars, new stations, and even new branches and extensions. Subways and the Japanese National Railways suburban electric trains also are adding routes and cars to keep up with the growing business."

NEW ZEALAND's last trolleys have ceased to run on the municipally-owned Wellington system, we learn from *Electric Traction,* a monthly publication of the Australian Electric Traction Assn., Box 1017, G.P.O., Sydney, N.S.W., Australia. However, all cars will not be scrapped. The Tramway Preservation Society has taken 7 of the local trolleys for future operation on its proposed line in a city park. Five other Wellington trams have been preserved by the Auckland Museum of Transport and Technology.

News of Museums

A much sought-after museum piece, the private trolley *Toledo*, plus 2 other cars that also were stored at Sage's Grove in Huron, Ohio, have been obtained by Gerald E. Brookins, who operates the Columbia Park & Southwestern line at Olmsted Falls, Ohio.

Built in 1903 by Toledo Railways & Light Co., the *Toledo* was used by the traction company president and took many trips over connecting interurban lines. In 1937 it made its last run out over the Lake Shore Electric tracks to Sage's Grove, where it, with several other cars, was placed on a siding and used as a summer home by that same president. Complete with mahogany interior and all original drapes and upholstery, the *Toledo* has been well manintained and its interior is in near-pristine condition.

Also acquired for the CP&SW is ex-Community Traction car 585. This has an odd roof design, sometimes called an *Empire* roof, being railroad type in front and ending as a deck roof at the rear. The third car is a former Lorain Street Ry. car 37. We thank Joe Galloway of Toledo, Ohio, for making it possible for the *Toledo* to go to Columbia Park, and Max Wilcox of Elyria for telling us.

ILLINOIS RAILWAY MUSEUM has left its former home at North Chicago, Ill., and is now located at Union, Ill., where it hopes eventually to have several miles of operating track. The task of moving more than 30 pieces of city and interurban equipment, track, buldings, etc., must have been enormous.

ALSO in Illinois, efforts are being made for future operation of museum passenger cars under overhead wire along the Aurora, Elgin & Fox River Electric line at South Elgin, Ill., writes Thomas Minard, St. Charles, Ill. Working on the right-of-way are members of the Railway Equipment, Leasing & Investment Co. Recently they obtained a building to be used for a car barn, but operation of electric cars appears a few years away.

EFFORTS to bring an operating trolley museum to New Jersey have been started by Joseph Alfonsi of Philadelphia and other members of the Metropolitan Philadelphia Ry. Assn., on property which the group owns at Tansboro, N.J. Already at the site are 3 ex-Philadelphia trolleys and an old Wildwood, N.J., open car, now being restored. Under a former owner, the property had deteriorated, but present progress should lead to eventual operation over one-half mile of track, according to Andrew Maginnis, 38 Harvey St., Philadelphia 44, Pa.

New Electric Publications

THE LIBERTY BELL ROUTE'S 1000 SERIES INTERURBAN CARS, history and roster, published by the Lehigh Valley Chapter of the National Railway Historical Society, has 82 illustrated pages, 6x9", with spiral binding. Included is a complete history of the 14 lightweight interurbans bought by Lehigh Valley Transit Co. in 1938 for use on the Allentown-Philadelphia run; 13 came from the Cincinnati & Lake Erie and one from the Indiana Railroad. All were renumbered into LVT's 1000 series, running until 1951, when the Philadelphia Division was abandoned.

The book tells about the cars on the original lines on which they operated, with many photos, a map, and scale drawings. Copies can be had from Randolph L. Kulp, 602 St. Johns St., Allentown, Pa., for $1.50 each in North America. Overseas price, $2. (Pennsylvanians must add sales tax).

RAPID TRANSIT CARS IN BOSTON, 22 illustrated pages, 8½x11", staple binding, covers 65 years of equipment both elevated and subway. From car 01 built by Wason in 1899 to the latest 01491, Pullman-built in 1963, each group of cars is represented in the text, along with photos and a complete roster. Available at $1.50 from Boston Street Railway Assn., P.O. Box 102, Cambridge 38, Mass.

SAN DIEGO ELECTRIC RY., PART 1, is the first of several 8-page bulletins on SDER history that are being published in quarterly installments beginning with the June '64 issue of THE DISPATCHER. Photos, roster and a map are included. THE DISPATCHER can be had for $1 per year by writing to 7861 Normal Ave., La Mesa, Calif.

THE SKUNK RIALROAD, by Spencer Crump, is a paperback story, 5x7", of the California Western R.R. that operates several rail motor passenger cars (not to be confused with the same author's 160-page hard-cover book, recently published). Included are photos and a map. Paperback edition is $1 from Trans-Anglo Books, P.O. Box 2252, Los Angeles 53, Calif.

TROLLEY TALK, an 8-page illustrated bulletin cimed primarily at traction model fans, is published 5 times yearly, with photos of trolleys and interurbans plus short historical material. 50th issue came out last September. Subscription: $1.25 for 5 issues from Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio 45215.

GOING PLACES, a quarterly magazine issued by General Electric Co., is a fine coverage of new and proposed transit lines. Its 3rd Quarter, 1964, issue covered new Massachusetts plans, Skokie operation, and plans proposed for Southern California and Edmonton, Canada. For copies, if still available, write General Electric Co., Locomotive & Car Equipment Dept., 2901 E. Lake Rd., Erie, Pa.

ARDEN TROLLEY MUSEUM AND ITS CARS is a 9-page staple-bound brochure on the museum, with photos of its cars and roster. This is offered, together with a set of four 35mm copy slides of museum cars, for $1 sent to the Pennsylvania Ry. Museum Assn., P.O. Box 832, Pittsburgh, Pa. 15230. The museum also sells 2 additional new color postcards, showing ex-NOPS car 832.

New Hitachi-Alweg monorail connects downtown Tokyo with International Airport (Hanada), nine and one-third miles away. Because of distance, transportation capacity, and scope, this line is the first full-scale monorail anywhere on earth. At peak operation two 6-coach trains and five 3-coach trains are used—a total of 290 trains a day in each direction—carrying over 100,000 passengers. After leaving its underground terminal, each train passes beneath the runway and appears above ground, then dives into a tunnel under a river, later permits riders to view Tokyo Bay, passes over an expressway, and for a time parallels the new Tokaido Line of Japanese National Railways and finally reaches fifth floor of Hamamatsucho Terminal.

Iron Mike

Fiction story by Gilbert Lathrop

LESS than a week after I got on as his regular fireman, I had a real example of his ornery traits. I refer to Engineer Michael Doherty, a stern-faced old curmudgeon known as "Iron Mike." We'd been struggling all night trying to boost nine cars of apples up the long grade. With the temperature thirty degrees below zero and the three little engines wheezing and grunting against their burden, we finally reached Baldy Pass after fourteen hours.

Our engine, the 216, was coupled behind the caboose, a handy place for a conductor who wants to check on a locomotive and find out how she is handling tonnage. We'd no sooner halted in the old wooden snowshed than Iron Mike climbed down from the engine and was feeling her journal boxes with the back of a bare hand, as though she'd run hot. I suspected even then that the white-haired hoghead was in love with his 216.

The conductor strode up behind him and shouted above the roar of the wide-open blower: "I checked on you a dozen times comin' up the hill, Mike,"

"What if you did?" Mike shot back, his eyes puckered almost shut.

"Well," said the skipper, "it's just like I've claimed all along. Your old tea-kettle ain't worth dynamitin'. Two cars is all she could ever pull by herself, an' most of the time not that many."

The hogger thrust his black, greasy hands onto his hips. "So?" he asked belligerently.

"Just a tin can. That's all—"

The conductor got no further, because a powerful right arm straightened suddenly like a chunk of spring steel and flattened the conductor on his back.

Iron Mike muttered angrily as he waited for the conductor to get to his feet. When the skipper came upright again, groggy, he left that vicinity pronto. No official report was made of the incident. We narrow-gage crew men weren't strong for running to the office with tales of woe.

But it showed me exactly how the old man felt about his engine. She must have been everything to him. He's never been attracted by women—at least not so far as I could learn—but bestowed his affection on a sweetheart of iron and brass. Many runners were like that in the Golden Age of steam power.

The incident became a subject of gossip up and down the Narrow Gage & Western Railroad. The blow had been unprovoked, you might say. Engineer Doherty had given the conductor no warning. Employes talked about it, and the general opinion was that Iron Mike was a round peg in a square hole. Most of us blamed it on his advancing years. We wondered whether or not he'd last on the job another year or so, long enough to reach the age of enforced retirement. Officials didn't take kindly to employes fighting while on duty, and the Brotherhood grievance man likewise.

LET'S go back a few years. I had been flunkeying engines in the roundhouse until the 216 arrived from the back shops—this was a long time before the scrap I've just mentioned—wearing fresh paint and with most of the dents from a certain mishap pounded out. But she had ruined her engineman, and for that reason I helped the older men to drape her in black bunting, a custom we followed in those days. The crepe stayed on for a whole day. People came down to the depot to admire it.

Iron Mike was next runner in line for a regular engine, and I was next roundhouse worker up for promotion to fireman. So Iron Mike was given the 216 and I was assigned to bail coal for him. That's how I came to know the old man.

The 216 was the cull of a lot of some thirty steamers. She tipped the scales at thirty tons when watered, coaled, and burdened with an engineer and a fireman. Her drivers were thirty inches in diameter, she had slide valves, a diamond stack, oil headlight, and an asthmatic wheeze.

She might make strangers think she was doing her work, but on stiff grades —we have more of them than anything else—she'd get to rocking when Mike dropped his reverse lever down among the oil cans and widened on his throttle. With one exhaust she would rock far over to the right, and with the next she would rock far to the left. She used to rock herself up Baldy Pass regularly. And she wouldn't be pulling within twenty tons of what she was rated to pull.

Although the 216 was about the most worthless imitation of what a real engine should be, my old hoghead was a fanatic about her. He bought beeswax and paraffin and cut them up to mix with his valve oil. He used headlight reflector polish to keep her headlight glittering. He even sent back to the Mississippi River and got a steamboat whistle, which he installed on top of her steam dome.

Our run was east, between Gilson and Cleora, seventy-four miles, and about three-fourths of it was up and down some steep grades over the continental divide via Baldy Pass. Because of deep snows in winter, Baldy was protected by a mile-long wooden snowshed.

Three small children lived in the sec-

The 216 was chuffing straight into the flame-filled snowshed!

tion house on the east end of the snowshed. Every railroader working over Baldy called them "brats" and with reason. These two boys, and a girl who should have been a boy, were frowzy little wallopers ranging in age from eight to twelve.

Most of the brakemen who had to decorate the tops of freight trains on the drop from Baldy Pass down to Cleora kept hidden until they were safely past the section house, because all three of the brats loved to shag rocks at men riding the tops of cars, and they threw with skill.

The 216 had three window glasses broken by these kids before the brass collars told their dad, Old Flannery, section foreman, he'd be fired if it didn't stop, which helped some.

THINGS came to a head that fall. We had helped a stock train up the west side of the Pass and received orders to return light to the little helper town at the foot of the hill. But before we could start the return trip we had to wait for another stock train, which was even then chuffing slowly up the mountain. We could see her a thousand feet below by the smudge of black smoke that hung like a blot over the valley.

"They'll be a full hour gettin' to here," Mike Doherty grumbled as he set to working on the main rod brasses on the right side which had been pounding a little.

I loafed up in the cab for a while. Then, tired of my own company, I dropped to the gloom of the snowshed and crossed the two main lines toward the depot. Just before I opened the door to enter, I saw all three of the brats inside, heads together and apparently up to some deviltry. They beat a hasty retreat on my entry, squeezing past me through the doorway. I stood watching them disappear around the curve of the shed, but could hear their yelling even after I had closed the door.

The interior of the depot was changed and at first I couldn't figure it out. I told the operator, "Looks like the Narrow Gage & Western has decorated your quarters."

He smiled expansively. "They sure did. Spent a couple of days giving the depot a coat of whitewash. I'm surprised you didn't stumble over buckets of the stuff outside."

"Didn't notice 'em," I replied.

We said little. He was not used to conversation, stuck out up there almost eleven thousand feet above sea level.

About ten minutes later Iron Mike came in. He grunted to the operator, glared at me, and sat down on the floor in the corner, his long legs pulled up so that his knees stood alongside his face like a couple of sentinels. Pulling out his stub of a pipe, he tamped it full of black stringy tobacco.

It wasn't until we heard the stock train whistling for Baldy Pass that we moved. All that time we'd sat there like three deaf mutes. The old engineer got to his feet and I trailed along at his heels.

Even across both main lines in the gloom of the shed I saw something was wrong. Mike saw it too. The 216 was still exactly where we had left her. A feather of steam oozed from her safety valves like a white mist. But instead of little sparkles of reflected lights from her shiny jacket, I saw smudges of white. And as we got closer to her, those smudges resolved themselves into crudely printed words and poorly drawn pictures.

If you've never seen a mess, the 216 was one. From her smokebox to the end of her tender—on both sides, mind you—she was a regular billboard. All the way across the side of her boiler somebody had printed with a whitewash brush: "I'm a leaky tea-kettle." Underneath that was what I took to be a picture of my engineer.

The inscription on the tender was a masterpiece: "I never pull no cars. I'm the worst ingine in the world. Iron Mike ain't no better."

"The damned brats!" I hollered. But I had to bite my lips to keep from guffawing. It was funny. Those dirty

kids had waited until the 216 was deserted, and then they'd tried to use up the balance of the whitewash from the depot.

I SAW Mike's hands curl, and he took a deep breath and his breast bulged. Without a word he turned and hiked toward the east end of the snowshed and the section house occupied by Old Flannery and the brats. I trailed along because I sensed real trouble.

There was no sign of a kid when we came from the gloom of the shed into the fall afternoon outside. A thin wisp of blue smoke rose sluggishly from the brick flue of the section house. Old Flannery was in his toolshed, bent over a foot-power grindstone.

The hogger coughed, hollow-like. Old Flannery stopped pumping.

"Hello," he greeted.

Mike asked, "Where's your brats?"

"Meanin' me three young 'uns?" the section boss spoke as smooth as oil.

"Meanin' your brats!"

"Shure, an' th' three gooslins are some place' roundabout."

"Call 'em. I want 'em."

"An' just what might ye want?"

"I'll teach 'em to disfigure company property!"

But Old Flannery didn't become violent nor shout. "'Tis a hale an' hearty man ye are, Iron Mike," he said. "An' 'tis a good engineer ye are along wid it. Far be it from me to criticize ye in any way, but let one hair on the head of any one of me three gooslins be harmed, an' ye'll niver pull another throttle."

Mike absorbed it. I could tell that by the way his expression changed. And when it had soaked in, he turned without a word and brushed past me. Straight toward the west he went, into the snowshed. He didn't halt until he was in the cab of our mutilated 216.

JUST before Christmas the oldest brat took sick. By the railroad grapevine we heard all about it, and by the worried look on Old Flannery's face we realized it was serious. Just how serious, we didn't find out until the agent at Baldy Pass came around with a petition of money to send young Casey Flannery down to Cleora to the hospital. It would take over a hundred dollars to do it, but the doctor said there was little chance of saving his life if he didn't go.

The operator headed the petition with a donation of five dollars. By the time it came around to our crew the names read like a Who's Who of the Narrow Gage & Western. Superintendent and cinder pit flunkey, master mechanic and section hand—all had contributed their best.

The lightning slinger handed it up to me while we were halted in front of the depot at Baldy. I signed my name and wrote the biggest amount after it I could afford; then I stood up and called across the boiler top to Iron Mike, extending the list at the same time.

My running mate took the paper as though it were hot. He held the list near the steam gage light to read.

Silently he handed it back to me and shook his head. I didn't say a word. But how the news traveled over the division! In less than twenty-four hours every man of us knew that Iron Mike had refused to give even a dollar to save a child's life.

The feeling against him didn't abate even when Casey came back from the hospital as ruddy-cheeked and ornery as ever.

DESPITE all his malevolence, Iron Mike was still running the 216 the following May. But we all knew that his time was about up. Officials don't keep his kind on a job any longer than necessary, even when he will soon be due for a pension.

We were assigned to a work train. Some cuts on the west side of Baldy needed widening, and we were given the ditcher and a dump car. It was a good job—little to do save loaf in the cab of the 216 and wait for a signal to move the dump car under the dipper, then drag it away to be dumped. Just the kind of a job to suit the 216, too. And Iron Mike worked her day after day without speaking to any man of the crew, although none of them cared if he did or not.

About the twentieth of May we ran up to Baldy Pass to turn the 216, owing to some crazy idea the conductor had awakened with that morning. Just before we nosed into the snowshed I climbed out on the pilot and lit our oil headlight. I was back in the cab when Iron Mike piloted his engine over the track to the turntable. Our headlight threw an orange moon of light across the table and against the mountain on the other side.

As our single pair of pony-truck wheels thudded on the turntable, both Mike and I saw the three brats leap to their feet and make a mad dash away from there. They'd built something that looked like a railroad on the mountain side, under the roof of the snowshed.

The minute Iron Mike had the 216 spotted on the table, on a perfect balance so she'd turn easily, he jerked out his oil torch and lighted it by shoving the wick in the firebox. Muttering to himself, he jumped off and started toward the brats' railroad. I followed to see what he would do.

They even had an engine, crudely built. They'd filched a short mine prop off a coal car and used it for the boiler. Tin can ends were wheels, and she even had a diamond stack.

Raising his torch, Mike snarled: "I'll show 'em how it felt when they whitewashed my 216!"

But the torch did not smash down on the brats' plaything. Instead, its flame illuminated some little white numbers printed on the tender. I saw them and caught my breath. The brats had numbered their tin-can engine 216.

Mike stooped over and examined the thing for all of a full minute, moving his torch around to see better. But instead of running her, he raised up, turned and went back to his engine and climbed into the cab.

THE first day of June we were working a cut just above Shavano. A thousand feet above us we could see the snowshed sprawled like a brown snake across Baldy Pass. An eastbound extra come rolling down the hill around 11:30 a.m., wheels smoking from set brakes and both brakemen on the top with their clubs.

We let them by us, then chuffed up to resume our work. I noticed a light blue haze hanging over Baldy, but these Rockies are always hazy. The haze had thickened a little by noon when the conductor connected his telegraphone to call the dispatcher and get further working orders.

He never got those orders. Instead, he spoke about two dozen words into his transmitter, then got to his feet and came running toward our engine.

"Quick!" he yelled as he came up below the cab. "Get the ditcher out of our way! Snowshed at Baldy is on fire! We're ordered up there as fast as we can turn a wheel."

It didn't take long to set the ditcher and dump car in the siding. All we took with us was the caboose. For once in her life the 216 really galloped. She romped up that four percent grade like a mountain sheep, throttle wide open, reverse lever set in four notches ahead of center.

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We straightened up from the last curve below the straight track leading into the snowshed and Mike eased off on his throttle.

What a sight! The whole shed was a roaring, crackling mass of flame, billowing black smoke clouds into the blue sky. Huddled at the west end was a small group of men. Three of them were holding to the arm of one who seemed grimly determined to make a dive into it.

As we drew closer I saw that the man being held was Old Flannery and wondered about it even as we halted beside them.

Mike hit the ground ahead of me. "Not much we can do, is there?"

Nobody seemed to hear him. The operator, face smudged and baked-looking, wet his dry lips. "The brats are somewhere in the shed," he said.

Iron Mike squinted. "In the shed?"

"They went in after an engine they'd built," explained the operator, and staggered, holding to Old Flannery, who was raving and was fighting to get away.

"Maybe they went out the east end," said Mike in a tone I'd never heard him use before.

"It's caved in. The fire started there."

The old engineer nodded. Then he went back to the rear of the tender, closed the angle cock, and jerked the coupling pin.

"Better set a brake on your caboose so it won't run away," he shouted to the brakeman over his shoulder.

I watched him pull himself into the cab and started to follow. "Stay off!' he commanded.

I staggered back. By the time I stopped, the 216 was chuffing forward, straight into that flame-filled shed. Every eye there watched her, etched against roaring fire, then swallowed by it. And above the roar and crackling we could hear the beat of her exhausts until they grew muffled, then died out.

An hour might as well have passed, even though it was only minutes. Finally there came a roar, followed by the hiss of escaping steam, then another roar as the west end of the shed caved in, leaving only ruin.

I saw Old Flannery cross himself. I reached up and pulled off my cap, damned near crying.

Well, we found Mike Doherty about halfway from the snowshed. Not inside, but sprawled face down on the mountain a good hundred yards from the charred remains of the shed. One of the brats led us to him. The other two had stayed near him. All three of them were scorched and would have to grow new crops of eyelashes, eyebrows and hair, but that was about all the damage they'd taken. The oldest kid explained what had happened.

"We just laid down in the snowshed when it got so hot we was afraid to come out. Iron Mike found us. He kicked a hole in the side and shoved us through it."

Mike was pretty badly burned about the face, arms, and shoulders. Some of his white hair had been singed off. We put him on a train and rushed him to the hospital down in Cleora. The 216 was completely ruined. The explosion we'd heard was her boiler. Her cab was burned to a crisp.

Every man of us chipped in to buy Mike a gold watch to let him know we appreciated his deed.

I was with the committee when we went into the ward to present it. Mike was bandaged so much that only his eyes and nose tip showed.

"Thanks," the patient said gruffly. "I appreciate your feeling. I've heard the 216 was junk."

"Yes, she is junk. But you'll have another regular engine, Mike," said the chairman. "A good ten-wheeler."

Mike shook his head. I could guess what was running through his mind. It seemed to me that if Mike couldn't have the 216 he saw no point to railroading any more.

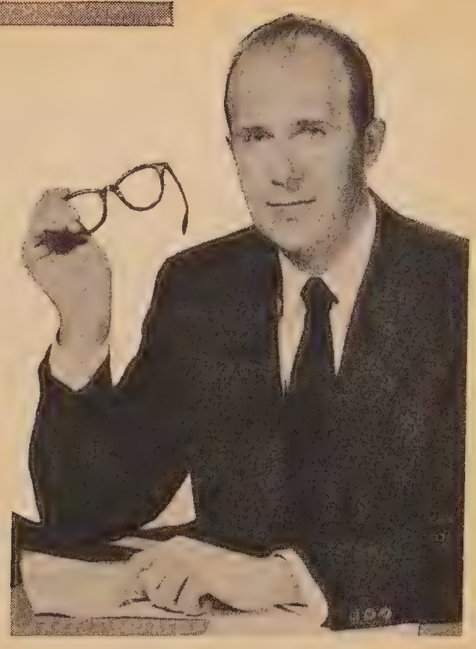
Later developments confirmed my theory. The old hoghead was released from the hospital a month after our first visit to him. I was not surprised to learn that he went straight from there to the master mechanic's office to resign. Yes, sir, threw up his job and his seniority. Iron Mike would have had less than six months to go before reaching the age of enforced retirement, but he just couldn't wait. Without his 216, he couldn't. ●

Atlantic Coast Line No. 34: reproduction of a painting by Thomas W. Solomon, Headland, Ala., of a 4-4-0 that was dear to his heart. Tom painted her from memory. He says he would pay a good price for a photo of this engine.

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"



"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

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If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams St., Chicago, Illinois. No salesman will call.*

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by Joe Easley

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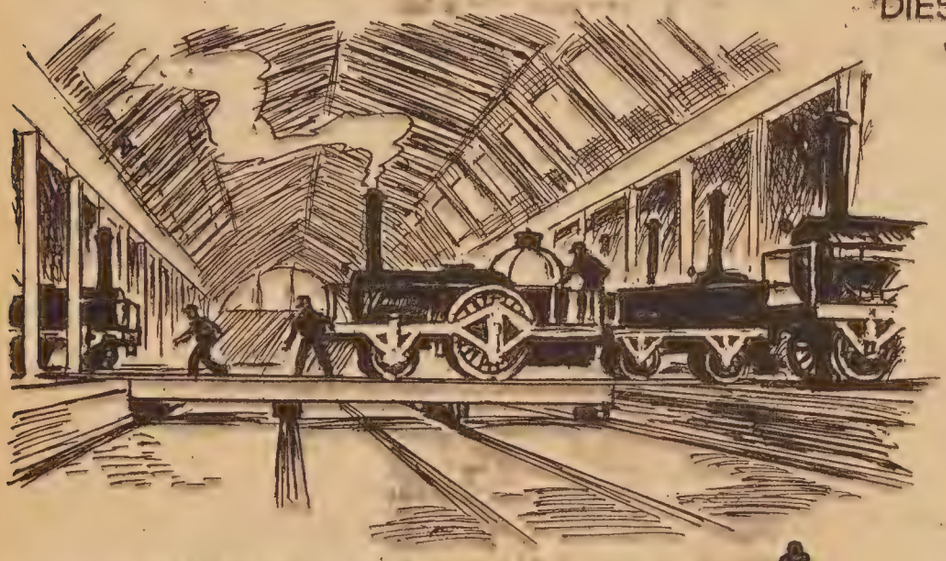
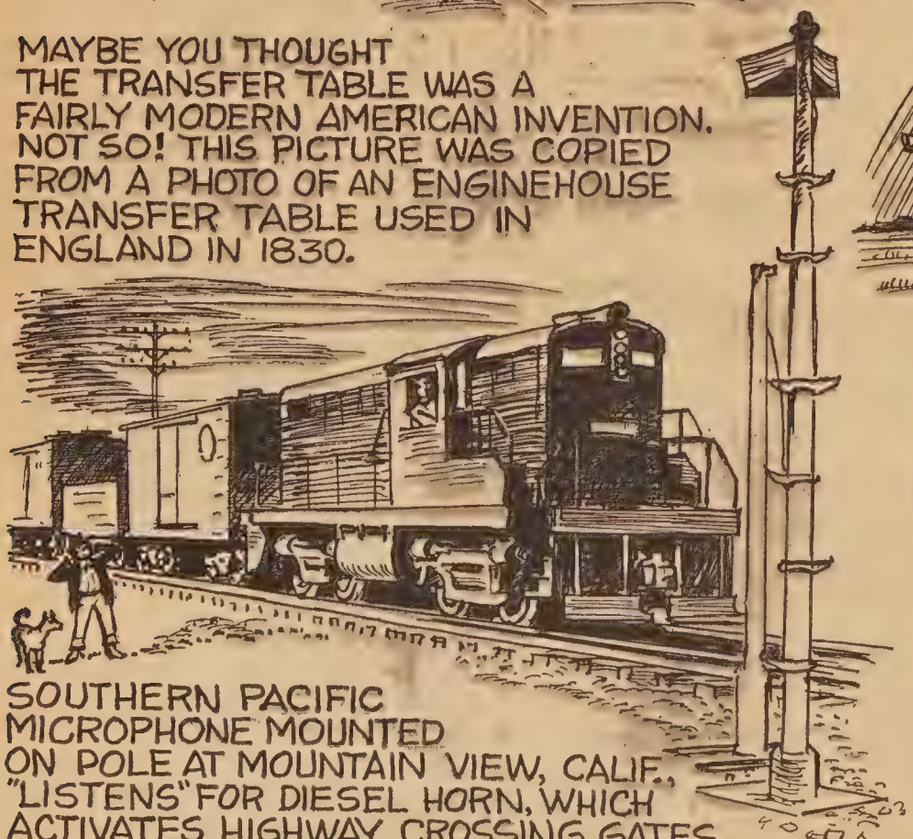


MAYBE YOU THOUGHT THE TRANSFER TABLE WAS A FAIRLY MODERN AMERICAN INVENTION. NOT SO! THIS PICTURE WAS COPIED FROM A PHOTO OF AN ENGINEHOUSE TRANSFER TABLE USED IN ENGLAND IN 1830.

LONE PINE TREE GROWING OUT OF CLEFT ROCK ON SHERMAN HILL NEAR LARAMIE, WYO., MARKS HIGHEST POINT REACHED BY UNION PACIFIC. SURVEYORS SHIFTED ORIGINAL RAIL LINE TO PROTECT IT, BUT TREE NOW GROWS BESIDE HIGHWAY 30.



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50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
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2.					
3.					
4.					
5.					

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2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details _____

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HOBBY CLUB

Conducted by Sy Reich

TAKING a cue from the Reading's *Iron Horse Rambles,* the Atlantic Coast Line operates an occasional *Ramble* (but without steam power) to build up still further its already popular passenger service. One such excursion ran out of Orlando, Fla., the other day with nearly 1,000 passengers in 16 gleaming stainless-steel coaches and a snack-bar car in which Edgewater High School future teachers dispenses fruit, sandwiches, and beverages to help their scholarship fund.

Sy Reich

Activities en route to Rainbow Springs included group singing with ukulele accompaniment, bridge games, and considerable visiting from car to car. George E. Nimmo created quite a stir as he walked through the coaches in Gay '90's attire—gates-ajar collar, high silk hat. George makes a regular practice of going on the *Rambles.* One man, J. L. Greenmore, age 81, said it was his first train ride in 50 years The last previous time was when he took the "steam cars" from Orlando to Key West to work for the Navy. Of course, there were numerous children aboard who'd never ridden a train before.

Just about everyone brought picnic lunches in baskets or shoeboxes and ate in the picnic area at Rainbow Springs. The excursionists wandered around the area, fellows took shots of their girl friends posed by the waterfalls, and many rode the glass-bottomed boats before boarding the coaches to return home.

"Lots of folks from Sanford, Winter Park, Kissimmee, and Lakeland were on the train, as well as people from surrounding towns," Ruth Smith wrote in the *Orlando Sentinel.* "Maybe you just had to be there to know what fun really is, but if you ever have an opportunity to go on a future ACL *Ramble,* do it!"

Strictly speaking, these *Rambles* are not railfan activities. We report them here to show what one railroad is doing with its passenger service and what others could do without a defeatist attitude. The Coast Line didn't even use a steam locomotive or open-vestibuled wooden coaches to drum up business, but the *Ramble* we have just described here was sold out completely ten days in advance, and late-comers could not get seats. Who said that the public's interest in passenger trains was a thing of the past?

The Railroad Enthusiasts will sponsor a snow trip to Pocono Manor Inn in the Pocono Mountains on January 17 by the Erie-Lackawanna Railroad, leaving Hoboken, N.J., at 10:15 a.m. and arriving 12.50 noon at Pocono Summit, Pa., where buses will take you to the Inn. Back in Hoboken at 6:30 p.m. same day. Fare $9.50 (kids $7), including rail and bus rides, pot roast dinner, sales tax, tips, and a chance to watch or participate in winter sports. The Enthusiasts will have an exclusive coach on the *Phoebe Snow* plus the use of the Tavern Lounge car. Make checks payable to Railroad Enthusiasts, enclosing self-addressed stamped envelope for mailing tickets.

On Feb. 6-7 Orange Empire Trolley Museum will sponsor a trip over the Santa Fe's Cadiz and Ripley districts to Blythe and Ripley, Calif. Leave Pasadena on Saturday at 8 a.m., Pomona 8:35 a.m., San Bernardino 9:10 a.m., and Barstow 11.50 a.m. Overnight in Blythe motels. Return home Sunday. Equipment: heavyweight combine, coaches, snack car, and open-end observation car. Fare $24, including box lunch Sunday and motel deposit. Write the Museum, Box 501, Perris, Calif. 92370.

Same Museum will sponsor rail tours from Pasadena to Hemet, Calif., April 25 and May 8 for outdoor play "Ramona." Fare $13 (kids $9), including admission to pageant and barbecue dinner afterward.

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Please write or print plainly.

Intermountain Chapter of NRHS will operate its 4th annual excursion Feb. 6-7 via D&RGW to Craig, Colo. Leave Denver 9:05 a.m. Saturday; return Sunday. Equipment includes open-platform private car and Vista Dome chair car. Hotel reservation card will be mailed with tickets. Fare $24, including buffet lunch en route both days. Contact the chapter, P.O. Box 921, Golden, Colo. 80402.

The Steam Parade

News of Union Pacific "Big Boys" comes from Lester C. Harlow, 29 E. Rosevear Ave., Orlando, Fla. No. 4018 was seen recently passing through Cheyenne, Omaha, and Kansas City en route to Dallas to be placed on permanent display at Texas State Fair Grounds. No. 4014 is on display at Los Angeles County Fair Grounds near Pomona, Calif. Since retirement in 1958, this loco had been stored in a roundhouse pending disposition. Several years ago she was due to be taken to Cheyenne for cutting up but a last-minute reprieve saved her. No. 4023 is stored in Cheyenne beside the famous 8444 (4-8-4 type) under lock and key to prevent vandalism by misguided railfans. The UP seems determined to save them. Last September 8444 pulled a fantrip to Rawlins.

After a long wait, Connecticut Electric Railway Museum at Warehouse Point has finally taken delivery of Climax No. 3, which it bought about 5 years ago for $600 from Middle Fork Railroad in West Virginia. This standard-gage engine, weighing about 50 tons, was built in 1910 for Moore-Kepple & Co. at Ellamore, W. Va., which still owns the Middle Fork Railroad.

With the cooperation of local merchants, Santa Claus arrived at Arcade, N.Y., last season on a special train of the Arcade & Attica. "We fired up a steam locomotive for that purpose," says Dick Cartwright, president of the little tourist-attraction railroad.

"Where can I buy steam prints made from the late Herb Sullivan's negatives?" asks J. D. Mahoney, 26 St. Michaels Ave., Pt. Chevalier, Auckland, New Zealand. "I am particularly interested in his shot of the *Los Angeles Limited* in Cajon Pass, used in the latest Beebe-Clegg book, *Great Railroad Photos U.S.A.*" (Years ago, *Railroad Magazine* reproduced many superb photos by Sullivan of steam trains in Cajon Pass and elsewhere in the Southwest, but none of these are available for sale, trade, or give-away.)

Eleven action shots of steam trains plus two photos of electrics adorn the 11x17" spiral-bound 1965 calendar that is sold at $1.75 each by the Southern California Railroad Museum, 180 J St., San Bernardino, Calif.

"In 1903," recalls W. K. Brown, 315½ Chix Ave., Chickasha, Okla., "I was timekeeper for Davenport Locomotive Works. This company was located near the Mississippi River about two miles west of Davenport, Iowa.

"We built many saddle-tank engines for construction firms engaged in railroad work. They were very powerful and were simple to run. I drove them occasionally on a test track during the noon hour. The weight of the water-filled tank over the boiler gave the engine better traction and more pulling power. Davenport locomotives helped to build the Panama Canal.

"We had about 325 employes working nine-hour day and night shifts. Machinists got 32½ cents an hour, labor 18 to 20 cents. We were paid weekly, in checks, and most of us made a bee-line to the nearest saloon to cash them before going home. I worked overtime every Friday till midnight making out those checks for Saturday delivery. Alas! the Davenport Works no longer builds locomotives."

Union Railroad, dating back to 1896, used steam power for 51 years. Its monthly magazine, *URR News,* P.O. Box 536, Pittsburgh, Pa. 15230, is collecting photos to publish a pictorial history of Union steam locos. Anyone having such pix is asked to lend or donate them for the purpose. All photos will be returned promptly, after being copied, if such a request is made at the time they are sent to *URR News.*

"Our book of steam rosters of all large and many small U.S. railroads, which Bob Wayner and I compiled jointly, will go to press as soon as we get enough advance orders to warrant the cost of publication," writes Paul W. Tilley, retired Santa Fe yard clerk. 10109 S. Stanford Ave., Los Angeles, Calif. 90002. (He wants to contact Calvert Boyden, Washington, D.C., whose address in December *Switch List* seems to have been incorrect.)

"New Zealand has an increasing number of diesels," writes Alan Bellamy, 4 Totara St., Taradale, N.Z., "but most of our trains are still steam-powered. I recently bought an American book, *Logging Railroads of the West,* which fascinates me. Here in New Zealand I have ridden Heislers. Our country used to have Climaxes also but never a Shay."

Canadian Pacific 4-6-4 No. 2860, which is being preserved by the City of Vancouver, is now undergoing restoration by the CP's shop force there.

Setouts and Pickups

"My splurge into collecting a wide variety of railroad memorabilia has become a case of biting off more than I could chew," writes Alden E. Miller, 3212 34th Ave., S., Minneapolis, Minn. 55406, "so I have finally decided to limit myself to standard-gage tinplate toy equipment and its catalogs. I am in the market for de luxe toy electric trains, trolleys, accessories, and erector sets, manufactured in the era from 1906 (when *Railroad Magazine* first came out) to 1940. I also want Lionel, Ives, AF, Bing, and Maerklin catalogs."

The Lantern, a 40¢ illustrated railfan journel, is now a bi-monthly, according to editor-publisher David G. Pond, Box 9496 Midtown Plaza Station, Rochester, N.Y. 14604. Subscription, $1.50 for 6 issues (one year). Near-future articles will cover such subjects as "pole roads," whatever they are; steam dummies, and horsecar lines, in the U.S. and Canada.

South Eastern Region of NMRA will hold its annual convention at Mobile, Ala., during the week-end of May 14-15-16. For info. write David Hall, sec.-treas., Mobile Society of Model Engineers, 4012 Meadow Wood Curve, Mobile, Ala. Enclose a stamped addressed envelope.

Walking into the Santa Fe depot at Riverside recently," writes Ron Morse, 893 Linda Vista, Banning, Calif., "I glanced at the building's street number, 3750. As railfans know, the early 4-8-4's on Santa Fe's locomotive roster were Class 3750. Who can tell me of other stations with street numbers that tie in somehow with the road's motive power?"

As a move to interest the general public in railfan activities, the Heart of Dixie Railroad Club at Birmingham, Ala., an NRHS chapter, held open house one Sunday afternoon at the Frisco freight depot and exhibited such equipment as a New Orleans streetcar, an old Seaboard caboose, an old L&N coach, and old steam engine built by the Woodward Iron Company.

A group in Springfield, Ill., has bought the old Great Western Railway depot where Abraham Lincoln bade good-bye to his neighbors Feb. 11, 1861, to go to Washington and take the oath as President. It is the last unrestored Lincoln shrine in the area. The new owners want to turn it into a railroad museum. They seek authentic railroadiana of the Lincoln era and information on the subject. Write to Don Adams, 48 Archer Ave., Springfield, Ill. 62704.

(*Continued on page 55*)

T. W. M. Long, president and general manager of Reader Railroad in Arkansas, went to Mexico to buy parts for steam engine parts, is pictured beside a parlor car with Estela Martin, who served as his interpereter.

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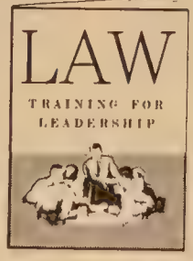

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NdeM steam engines in scrap line at Huehuetoca, 29 miles north of Mexico City.
John E. Martin

SHORTLINES OF GEORGIA

Locomotive roster compiled by Sy Reich

Albany & Northern Railway
Owns one locomotive, specifications of which are unknown to us.

Albany Passenger Terminal (owns no locomotives)

Atlanta & West Point Rail Road

Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
551-554	1500	GM-EMD	FP7A	B-B	61,060	257,000	1949, 51	1
571	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
572	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
573-574	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
575	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
676-677	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1949	
678	1200	BLHW	S-12	B-B	68,850	229,500	1951	

Atlanta, Stone Mountain & Lithonia Ry.

1	600	GM-EMD	SW1	B-B	?	203,600	1939	2

Atlanta Terminal Company
Owns no locomotives; A&WP, CofG, and SOU use its facilities.

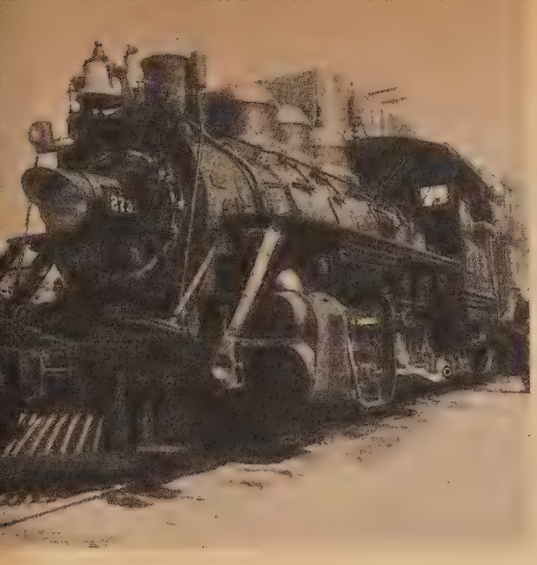
Augusta & Summerville RR. (owns no equipment)

Augusta Union Station Co. (owns no equipment)

Chattahoochee Valley Railway

85	900	Alco	HH 900	B-B	69,000	224,000	1937	3
100	1000	Alco-GE	S2	B-B	69,000	230,000	1946	

GM-EMD built 2 of these Georgia & Florida diesels. **(Rosters cont'd on page 56).**



Railroad Magazine ran an article in Dec. '62 which tells about the circumstances under which Mr. Lincoln departed from Springfield, saying: "I now leave, not knowing when, or whether ever, I may return." He never did return alive, but his body was taken there for burial in 1865.

The Age of Steam Exhibit, a 16-page well-illustrated brochure, 8¼x11¼", describing and picturing the railroad on display on the Texas State Fair Grounds, owned partly by the Fair and partly by the Southwest Railroad Historical Society, has been put out by the Society to sell $1 a copy, all proceeds used for restoring and maintaining the equipment. We hope many fans will buy this booklet to help the worthy cause. Address Charles M. Mizell, Jr., 6623 Santa Fe Ave., Dallas, Texas 75223.

More About 2-10-4's

"Bert Fennypacker's article on 2-10-4's in December *Railroad* was exceptionally good." writes Charles M. Mizell.

"My having been raised in T&P territory had something to do with this verdict. In common with the original 2-8-4's of the Lima works, the Boston & Maine 2-8-4's and the Chicago Great Western 2-10-4's, which were virtual copies of the T&P engines except for being coalburners, and not being equipped with the Elesco feedwater heaters. Trailing trucks of the T&P 600's were simply extensions of the frame. The drawbars were coupled to the rear of the trailing truck, and the weight of the rear portion of the locomotive rested on a sliding pedestal under the cab, in front of the rear wheel.

"In the early part of World War II, these 70 locomotives were equipped with steam and air signal lines, and literally pulled T&P through the war without the necessity of purchasing new power. In fact, T&P was able to lease

(*Continued on page 57*)

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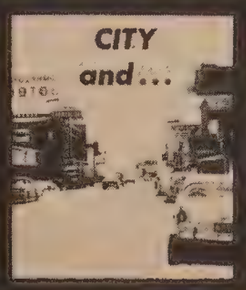

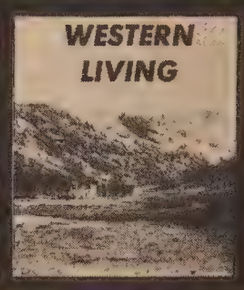

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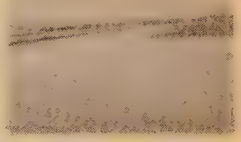

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Address.....RFD or Zone.....

City.....State.....Age.....

Gainesville Midland Railroad (owns no locomotives)

Georgia & Florida Railway

70-72	600	GM-EMD	SW1	B-B	49,500	198,000	1950	
73	600	GM-EMC	SW	B-B	51,500	206,000	1937	4
81	800	FM	?	A1A-2	?	?	?	5
91	900	GM-EMC	NW1	B-B	?	?	1937	6
701-706	1500	GM-EMD	GP7	B-B	58,554	240,000	1950	
801	1350	GM-EMD	FTA	B-B	61,380	250,000	1941	7

Georgia, Ashburn, Sylvester & Camilla Ry.

4100 Two Units	1350 ?	GM-EMD ?	FTA ?	B-B ?	? ?	? ?	1943 ?	8

Georgia Northern Railway

172	660	BW	DS 4-4-660	B-B	?	?	1948	
801	800	GM-EMD	SW8	B-B	?	?	1950	
4105 Three Units	1350 ?	GM-EMD ?	FTA ?	B-B ?	? ?	? ?	1944 ?	9

Georgia Railroad

901-905	1000	GM-EMD	NW2	B-B	61,000	244,000	1948-9
906-907	1200	GM-EMD	SW9	B-B	61,000	244,000	1951
921	1000	BW	DS 4-4-1000	B-B	68,859	229,500	1949
1001	1500	GM-EMD	F3A	B-B	57,960	241,000	1948
1002-1004	1500	GM-EMD	FP7A	B-B	61,060	257,000	1949
1021	1500	GM-EMD	GP7	B-B	60,000	247,000	1950
1022	1500	GM-EMD	GP7	B-B	60,000	247,000	1950
1023-1026	1500	GM-EMD	GP7	B-B	60,000	247,000	1950
1027, 1028	1500	GM-EMD	GP7	B-B	60,000	247,000	1951
1029	1500	GM-EMD	GP7	B-B	60,000	247,000	1951
1030	1500	GM-EMD	GP7	B-B	60,000	247,000	1952
1031-1034	1500	GM-EMD	GP7	B-B	60,000	247,000	1952-3
1035-1036	1500	GM-EMD	GP7	B-B	60,000	247,000	1953
1040-1042	1750	GM-EMD	GP9	B-B	59,600	245,000	1954

Hartwell Railway

Owns one unit, specifications of which are unknown to us.

Louisville & Wadley RR. (owns no equipment)

Milstead Railroad

Owns one unit, specifications of which are unknown to us.

St. Marys Railroad

500	500	GE	80-ton	B-B	48,000	160,000	1944
501-502	1600	Alco-GE	RS-3	B-B	60,930	246,000	1951, 6

Sandersville Railroad

100	1200	FM	H12-44	B-B	73,000	246,000	1953

Savannah and Atlanta Railway

100-107	1500	BW	DRS 6-4-1500	A1A-A1A	?	?	1948	
108-110	1600	BLHW	AS-416	A1A-A1A	?	?	1950-55	
22	1000	Baldwin	VO 1000	B-B	?	?	1940	10

Savannah River Terminal Co. (owns no equipment)

South Georgia Railway

Owns one unit, specifications of which are unknown to us.

Tennessee, Alabama & Georgia Railway

50	1800	GM-EMD	GP18	B-B	59,730	244,430	1960
707-709	1500	GM-EMD	GP7	B-B	60,043	240,173	1951

Valdosta Southern Railway

955	900	GM-EMD	SW900	B-B	?	?	1958	
?	900	GM-EMC	NW1	B-B	?	?	1937	11

Wrightsville & Tennille Railroad

Leases CofG 36; owns 2-8-0 223, ex CofG 223, inactive.

Rosters are based on data from pres. and gen. mgr. of W&T, mechanical supt. of TA&G, gen. supt. of Sandersville RR., asst. to gen. mgr. of A&WP, WRyA, Ga. RR., and A&S; mgr. of AT Co., master mechanic of CV, supt. of GM, asst. v.p. of Sou., and mgr. of StM. Rosters are accurate as of third quarter, 1964.

Locomotive builders: GM-EMD, General Motors, Electro Motive Div.; BW, Baldwin Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric; GM-EMC, General Motors-Electro Motive Corp.; FM, Fairbanks-Morse; GE, General Electric. Notes:

(1) A&WP 553 scrapped.
(2) ASM&L No. 1 ex CofG No. 1, bought 1/17/57.
(3) CV 85 ex Birmingham Sou. 85.
(4) G&F 73 ex Elgin, Joiliet & Eastern 207, scrapped.
(5) G&F 81 ex Sou. 41, a train consisting of power unit and 2 coaches, scrapped.
(6) G&F 91 ex EJ&E 400, scrapped.
(7) G&F 801 ex Cincinnati, New Orleans & Texas Pacific 6105.
(8) GAS&C 4100 ex Southern 4100.
(9) GN 4105 ex Southern 4105.
(10) S&A 22 ex CofG 22.
(11) VS ? ex EJ&E 401, bought 9/55.

power to other roads, as well as using the 600's through to Palestine on the MP lines. The road made good use of these engines on passenger trains west of Ft. Worth and on troop trains which did not have to use the tracks in Union Terminal, in Dallas. The trailing trucks would not take the switches in the terminal, which ruled out their use on passenger trains in that area.

"During World War II, the road bought 10 one-piece cast beds and completely rebuilt nine of these engines with roller bearings and conventional trailing trucks. One of them, 632, was equipped with boosters on both trailing truck wheels, giving it a tractive force of 132,000 pounds and making it the most powerful, two-cylinder, steam locomotive ever built. Then came the EMD F-7's, and the remaining one bed, together with the 600's, was scrapped."

Says Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124: "I am getting a lot of mail about my 2-10-4 piece. Many fans want to buy prints of my photo on page 25 of that issue (which also appears in the book *Pennsy Power*). But I do not answer mail unless postage is enclosed. Some fellows are even so cheap as to send postalcard requests for favors. Such cards immediately go into the waste basket."

Bert is right. Anyone lacking the courtesy to enclose a stamped addressed envelope when asking a favor from a stranger does not deserve an answer. To change the subject: Bert is now doing a Lackawanna steam feature for us and we are assembling DL&W steam pix, especially those with human interest.

Steam in Mexico

"Traveling south from the border, the first steam locomotives are seen at Escobedo, 195 miles north of Mexico City," writes John E. Martin, Illinois Central engineer, 1249 Worthington St., Memphis, Tenn. 38114. "Last fall I saw four large 4-8-4 Niagaras, Class 3000, in the roundhouse there.

"J. K. Byrne, chief mechanical officer of the steam-powered Reader Railroad in Arkansas, went to Mexico last Septemper to obtain some repair parts for steam locos, such parts being most difficult to find in the United States, and I accompanied him. National Railways of Mexico officials instructed my Mexican-born wife, Estela, to go with us to translate Spanish on our visit to Valle de Mexico roundhouse in Mexico City.

"We saw many well-kept steaming Niagaras, Class 3000, in the roundhouse stalls and others pulling tonnage freight northbound out of the yards, and all of them seemed to be in perfect condition. We also toured the big shops and store rooms, all well stocked. We saw many brand new steam locomotive superheating units, manufactured in West Germany, but never taken out of their original overseas-shipping crates. NdeM has plans to save about thirty 4-8-4's.

"Visiting Huchustoca, 29 miles north of the capital, we saw the concentration point, or graveyard, of lines of steam locomotives awaiting the torch to be cut up for scrap. Many parts are saved and classified. It was to buy such parts that Mr. Byrne went to Mexico.

"It seems that I have made my last trip in the cab of the little narrow-gage Baldwin 2-8-0 steamer in passenger service on the Pueblo Division from San Lazaro to Puebla. I had a permit to take that ride with my good friend Ruben Flores C., the engineer (*maquinista*), on passenger trains 109-110 and enjoyed it very much."

Ken Maylath and Peter Bretz report that although some steam is still running between Mexico City and Irapuato, the end of Mexico's standard-gage steam is at hand. Steam will continue on NdeM narrow-gage, but there are indications that some diesels will run there, too.

A rail tour of Mexico is scheduled for Feb. 20 to March 12. Get details from Railcruise, 212 Stockton St., San Francisco, Calif. 94108.

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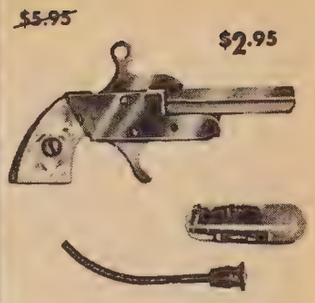

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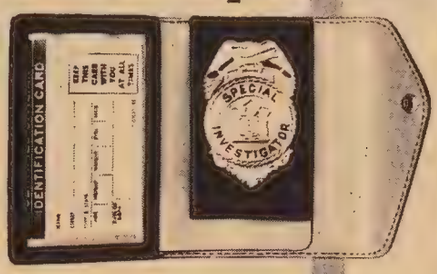

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SHORTLINES OF IOWA

Motive power rosters compiled by Sy Reich

Cedar Rapids & Iowa City Railway

Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
91-93	800	GM-EMD	SW8	B-B	57,000	230,000	1953	
94	900	GM-EMD	SW900	B-B	57,000	230,000	1958	

Charles City Western Railway

Owns four locomotives, the specifications of which are unknown to us.

Davenport, Rock Island & North Western

1-7	1000	Alco-GE	S4	B-B	59,950	239,800	1952-3	

Des Moines & Central Iowa Railway

100, 600, 700	600	GE	70-ton	B-B	41,300	139,000	1947	1
1000	500	Whit.	75-DE-12c	B-B	37,500	150,000	1951	2

Des Moines Terminal Co. (owns no motive power)

Des Moines Union Railway

1-4	660	Alco-GE	S1	B-B	58,200	198,000	1946	3

Fort Dodge, Des Moines & Southern Railway

401-406	660	GE	70-ton	B-B	41,300	139,000	1953-5	
407-408	660	GE	70-ton	B-B	41,300	139,000	1948	4
409	660	GE	70-ton	B-B	41,280	139,000	1950	5
410-411	660	GE	70-ton	B-B	41,300	137,600	1949-50	6
502-505	380	GE	44-ton	B-B	26,400	88,000	1941	7

Iowa Terminal Railroad

Owns five units; specifications unknown to us. Purchased Grand River 222, 224, 226, 228 and LE&N 337 1963; renumbering unknown to us.

Iowa Transfer Railway

2	660	Alco-GE	S3	B-B	58,200	198,000	1950	

Keokuk Union Depot Company (owns no locomotives)

Sioux City Terminal Railway

Owns three units, the specifications of which are unknown to us.

Southern Iowa Railway

Owns three units, the specifications of which are unknown to us.

Toledo, Peoria & Western Railroad

100	1500	GM-EMD	F3A	B-B	58,120	232,500	1947	8
101	1500	GM-EMD	F3B	B-B	56,600	226,390	1947	9
102-103	1500	GM-EMD	GP7	B-B	60,100	240,750	1952	
200	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	
201	1500	Alco-GE	RS-2	B-B	57,500	230,000	1948	
202-206	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
207	1600	Alco-GE	RS-3	B-B	60,000	240,000	1950	
300	1000	LH	yd. sw.	B-B	59,300	237,200	1949	10
301	1000	LH	yd. sw.	B-B	61,788	247,150	1949	11
302	1000	LH	yd. sw.	B-B	59,778	239,110	1950	12
400-402	1800	Alco Pr.	RS-11	B-B	62,075	248,300	1958-9	
600	1800	GM-EMD	GP18	B-B	60,820	247,400	1951	9
700	2250	GM-EMD	GP30	B-B	59,670	247,080	1953	8
800-801	2400	Alco-Pr.	DL-640A	B-B	64,375	257,500	1964	

Waterloo Railroad

1-4	900	GM-EMD		B-B	57,500	229,600	1957

Rosters are based on data from general supt. of CRANDIC, asst. to gen. mgr. of DM&CI, gen. mgr. and treas. of DMU; manager of motive power and equip. of WAB; vice pres.-operations of FDDM&S; sec., treas., and gen. mgr. of Iowa Transfer; vice pres.-operations of TP&W and gen. supt. of Waterloo RR. They are generally accurate as of third quarter in 1964.

For our purpose, a shortline is defined as any common-carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials or both, the route mileage of which is less than 400.

(1) DM&CI 100, 600, and 700 are ex Unadilla Valley 100 and Jamestown, Westfield & Northwestern 600 and 700.

(2) DM&CI 1000 was originally Canadian National 7820, then Chicago, Rock Island & Pacific 1016.

(3) Des Moines Union 1-3 were sold to Wabash 1/62. No. 1 became Wabash 1, then was sold to Precision Engineering Co. in 1964. Parts from 2-3 were used to rebuild 1; otherwise these units were scrapped.

(4) FDDM&S 407 and 408 are ex Tallulah Falls 501 and 502, purchased 1961-'2.

(5) FDDM&S 409 is ex Missouri-Kansas-Texas 1651, purchased 1962.

(6) FDDM&S 410 and 411 are ex Arkansas & Ozarks 800 and 900, purchased 1961.

(7) FDDM&S 502-505 are ex Fernwood, Columbia & Gulf D-6, D-1, D-2, and D-5. Nos. 504 and 505 were sold to Raymond International Corp.

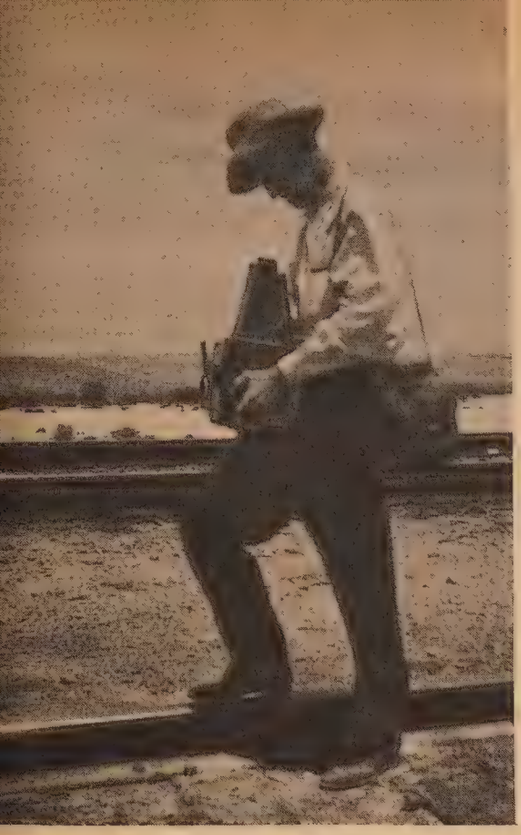
(8) TP&W 100 was EMD demonstrator 291A1, rebuilt by EMD in 1963 to GP30 700.

(9) TP&W 101 was originally EMD demonstrator 291B1, then TP&W 100B. Rebuilt by TP&W to F3A, renumbered 101. Rebuilt by GM-EMD in 1961 to GP18 600.

(10) TP&W 300 was originally Lima Hamilton Demonstrator 1000. Sold to Litsett Steel Co. in 1963, then resold to Nicholson Terminal & Docks, renumbered 16.

(11) TP&W 301 was sold to Acme Steel Co. in 1963 and renumbered LO-3.

(12) TP&W 302 was sold to H. Bairstow Co. in 1963, then to Iron Range, keeping the same number.



Meet a new staff member: H. L. Kelso of Los Angeles, contributing editor of *Railroad Magazine* and West Coast representative. Besides being a long-time author and photographer, he is a former steam loco fireman. Read his "Yard Goats" on page 18.

Rio Grande Steam

The Denver & Rio Grande Western, which kept its steam-powered Durango-to-Silverton narrow-gage line only because the Interstate Commerce Commission wouldn't let it quit, has put more than $1 million into the venture in the past two years, and is very happy with the return, reports Morton L. Margolin, business editor of the *Rocky Mountain News.*

"We're using cinders, smoke and narrow-gage track to mine the tourist dollars for Colorado," says Harold F. Eno, the Rio Grande's passenger traffic manager, "and it is turning out to be a very successful operation. This past season 65,187 tourists made the trip, and the success of the Silverton has brought imitators all over the nation."

The line through the Animas River Canon was built in ten months in 1882 to serve the mining interests. Until mining declined, some $300 million worth of ore was hauled over it to the mill in Durango.

After World War II, the railroad was asked to set up special steamliner tourist service on the Silverton branch, but rejected the proposal because of the costs.

But it did start taking passengers in 1947, Enos said. It took years to develop, but there was a gain almost every year.

In 1962 the Rio Grande tried to turn the line over to a foundation to run as an historical attraction but the ICC blocked that. Forced to keep the service going, Rio Grande then decided to put some money into it.

They bought two square blocks in Durango, and have built a first class hotel and restaurant there. They also put in a parking lot and rehabilitated the old passenger station.

New cars, built to look like antiques were constructed, and 20 years of deferred maintenance on the roadbed was done.

"Prior to 1962," Mr. Enos says, "we couldn't handle more than 400 people a day. Now we can seat 780 a day.

"We run two sections now and have a longer season. We started with service only three times a week with a mixed train.

"From what I see on the train no one seems to be there without a camera, and none of them ever stop taking pictures. If I had my choice I think I'd rather own Eastman Kodak than the railroad, because I think they're making more out of it from film than we are from running the train."

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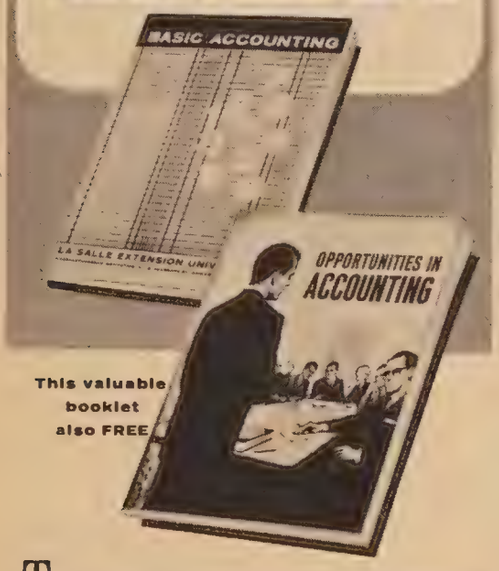

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BOOKS OF THE RAILS

B&O POWER: *Steam, Diesel and Electric* (1829-1964), by Lawrence W. Sagle, edited and published by Alvin F. Staufer, Rte. 4, Box 145, Medina, Ohio 44256, 8½x11", alltime roster, illustrated with 750 photographs plus many drawings and paintings, including a full-color frontispiece, $15.

Written by the top authority on B&O history, Larry Sagle, and edited by No. 25 in our series of *Interesting Railfans,* Al Staufer, this massive volume of 80-pound coated paper, handsomely bound, weighs slightly over 3½ pounds and is most impressive any way you look at it.

Larry makes good reading matter. He knows his field. Historian, curator of the B&O Transportation Museum, and for many years an active member of the road's public relations staff, he has written half a dozen books and uncounted articles for magazines, including *Railroad*; he belongs to the R&LHS and NRHS and is a past president of the National Model Railroad Association.

His text matter begins with "The First 34 Years" and leads into "Growing Years," "Civil War Years," and "The New Century." After that he gives an informative chapter to each of the many and various types of B&O steam engines: the switchers, 4-4-0's, Moguls, Consolidations, Mikados, experimentals, and so on. Finally, there are chapters on electrics and diesels, and one entitled "Museum, Pageants, and Publicity." We'd say that the subject is well covered, especially the alltime locomotive rosters of the Baltimore & Ohio and its component parts, together with the capsule histories of predecessor roads.

And that isn't all the wordage. There are hundreds of captions, not mere labels, that amply explain the pictures. These represent the combined literary efforts of Larry and Al.

The illustrations are a gallery of rail lore that delight the eye. Even if the book had no text matter, aside from the captions, we would recommend it to serious railfans and B&O railroaders. They are pictures to mull over. Not one is too small. We like them because they are numerically immense, expertly chosen, pleasingly varied, and tastefully arranged. Generous white space sets them off to advantage.

Al Staufer, who made the layouts, is an artist of no mean stature. We told his life story in this magazine last month. Besides *B&O Power,* he has published *Pennsy Power* and *Steam Power of the New York Central.*

RAILROADS OF THE BLACK HILLS: *A Collectors' Album of a Vanishing Era in Railroading,* by Mildred Fielder, 176 pages, 8x11½", lavishly illustrated with rare old photos and maps, bibliography and locomotives rosters included, Superior Publishing Co., Box 1710, Seattle 11, Wash., $12.50.

Twenty-five years ago *Railroad Magazine* published an article by M.L. Hart, entited "A Narrow-Gage in the Black Hills" that drew many very favorable letters from readers. Mr. Hart is quoted in Mildred Fielder's book. But she has done a magnificent job of research on her own, and has come up with a volume of true rail stories that are better than fiction. Frankly, we wouldn't have expected a woman to do such a bang-up job in this field. Here are the color, excitement, and drama of narrow-gage railroading, the robbery of a payroll train, another train racing through a forest fire that burned 23 bridges, and hundreds of other gems of rail lore.

The author's style is realistic. She creates word-pictures that make the reading of her book a positive joy. And even in these days of superb picture-books, *Railroads of the Black Hills* can more than hold its own with rare old photographs of the link-and-pin days, narrow-gage steam, and mining in the Black Hills.

TUMULT IN THE MOUNTAINS: *Lumbering in West Virginia (1770-1920),* by Roy Clarkson, 410 pages, 5½x8½", illustrated with 257 photos, line drawings by William A. Lunk, and a folded 2-color map of logging railroads 22½x15", with vocabulary of loggers' words, bibliography, appendices, and index, McClain Printing Co., Parsons, W. Va., $12.

The author, we are told, was born in West Virginia and grew up with the sound of whining saws, the whistle of Shay engines, and the smell of newly-sawn spruce and hardwood lumber as constant companions. Later, working for Mowrer Lumber Co., he often rode logging trains over precarious rails and thus, with much additional research, qualified himself to write *Tumult on the Mountains.* Actually, he spent many years collecting data and pix.

His appendices are valuable reference lists of Shay, Climax, and Heisler locomotives used in West Virginia lumbering operations. Best chapter of the book, from our viewpoint, is "The Logging Railroad," which relates how the early crude tramroads, using animal power, developed into highly efficient transport with geared power.

From 1880 to 1945 Lima Locomotive Works and its successors built 2,761 Shays, of which over 200 operated in West Virginia. These iron workhorses ranged in weight from about 10 to more than 150 tons. Heaviest Shay ever built was the W. Va. Pulp & Paper Company's No. 12, a three-trucker that originally weighed 154 tons in working order but was converted later to a heavier, four-truck engine by the addition of another section of water tank.

Clarkson also tells us about Climaxes and Heislers and how they performed, including some interesting train wrecks. His book is colorfully written, entertaining, authentic, and very well illustrated. We think that our good friend, the late Stewart Holbrook, whose *Holy Old Mackinaw* was the greatest logging book of all time, would have enjoyed reading *Tumult on the Mountains* and been proud of it.

ACE CORSON, RAILROADER: 1878-1960, as told to J. Patrick Desmond, 250 pages, 5½x8″, Frederick Fell, Inc., 386 Park Ave. South, New York 16, N.Y., $4.95.

At age ten Ace became the waterboy on a track gang building a branch of the Kansas Pacific (now UP) up Solomon River in Kansas, and later became a telegrapher, brakeman, conductor, assistant trainmaster, and finally a dispatcher, retiring at 60. With the help of ghostwriter J. Patrick Desmond, he tells the lusty, adventurous story of his 50 years of railroading in the Midwest. There's a lot of real good stuff in it. Some few parts—well, maybe he didn't stick too close to the facts. Our friend Bill Knapke, who knew Ace personally, recalls him as a "rail" with a yen to exaggerate. "He sure liked to spin yarns," says Bill. Even so, we enjoyed his account of the rugged old days.

ALL ABOARD THE TRAIN, by Ethel and Leonard Kessler, picture-book for ages up to six, 44 pages, 10¼x8″, Doubleday & Co., Inc., Garden City, N.Y., $2.95.

This brightly colored book is suggested as the first step for helping very small fry to develop into railfans.

DULUTH SOUTH SHORE & ATLANTIC, by Aurele A. Durocher, Oct. 1964, *Bulletin 111* of The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass.; edited by Charles E. Fisher, 103 pages, 6x9″, paperbound, illustrated with photos; members $2, nonmembers $3.

Now and then one of the R&LHS *Bulletins,* like No. 111, is devoted mostly to a single subject; others consist of a pot-pourri of rail lore. Durocher presents a readable account of the DSS&A, the origin of which he traces back to shortly after 1837, when Michigan entered the Union and surveyors and geologists revealed the existence of rich mineral and other deposits that only railroads could haul out effectively. He tells, step by step, the development of such railroads and how they became the DSS&A. Included are locomotive rosters.

Also in No. 111 is a fine tribute to the late Alvin F. Harlow, author of books about oldtime railroading and the like, co-editor of *A Treasury of Railroad Folklore,* and a *Railroad Magazine* contributor. This piece was written by Frank P. Donovan, Jr., who knew him personally and who also has done quite a bit of writing for us.

RAILWAY COLOUR ALBUM: *A collection of fine colour plates of famous trains,* an Ian Allan production, 43 pages, 6¼x10″, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $1.75.

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RAILWAY CARRIAGES: 1839-1939, by G. M. Kitchenside, Veteran & Vintage Series, 64 pages, 5½x8½", illustrated with photos, Ian Allan, distributed by Leisure Time Books, $2.

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STEAM LOCOMOTIVES, by Alan Williams and David Percival, Veteran & Vintage Series, 64 pages, 5½x8½", illustrated with photos, Ian Allan, distributed by Leisure Time Books, $2.

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Fiberglas copies molded from original loco builders plates sold by Don Hillerich, Box 5585, Arlington 5, Va.

Mirrored in puddle outside the Champaign, Ill., roundhouse is Illinois Central goat, a Baldwin-built 0-8-0.

Philip A. Weibler

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables), *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped env. for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our March department is already closed. Entries for April issue (out approximately March 10th) should reach us before December 18th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y.

BEN ALABASTRO, 108 1st Ave., Frankfort, N.Y. 13340, wants pix, info. on UP-SP train The 49er.

BERNARD ALBERT, 3535 Rochambeau Ave., New York, N.Y. 10467, trades 35mm color ferry slides. Has extra orig. slides NYW&B structures.

CLINT ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells, trades 4x5, p.c. size pix LV, RDG, D&H, CNJ, DL&W, L&NE, Pa. shortlines.

E.V. BALDWIN, R.D. 2, East Stroudsburg, Pa., will buy Seyfried's "N.Y. & North Shore Traction."

TOM BAXTER, 16000 Liggett St., Sepulveda, Calif., will buy RL&HS Bull. 75, S.R. Wood's ATSF roster, 2nd ed. pub. '49 undamaged.

J. BEARDSLEY, 451 W. Mifflin, Madison, Wis., will sell Grimshaw's "Locomotive Catachism." Trades rr. negs. for rr. circus negs.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md., wants pix slides PE locos 1320, 1324-1326, 1328, 1329, 1377, 1378, 5273-5275, 1647, 1503, 1506, 1508.

ED BERGMAN, 5824 Frances St., Omaha, Neb., buys b&w, color pix, negs., any size. RPO cars.

C.A. BIRD, 2003 Bordner Pl., St. Paul, Minn. 55116, sells tts., emp. tts., back issues Railroad Magazines, railroadiana. (SSE)

ROGER BOISVERT, 2231 2 Ave., Trois Rivieres, Que., Canada, wants any size pix CN 2542, 2546, 2613, 2727, 2824, 4050, 4191, 2nd 1522, also CP 2566, 2568, 2587, 2589, 2605, 2618-2620.

JIM BUCKLEY, 5834 W. 28th St., Cicero, Ill. 60650, buys, trades for any size pix CHP steam locos or steam roster.

PETE CAMPAGNA, 623 13 St., Union City, N.J., wants 3½x5 pix, 35mm color slides NYS&W steam, LIRR steam, FM diesels.

J.B. CHAMBERS, 126 Forest St., Reading, Mass. 01867, buys cancelled bonds and stock certificates of discontinued rrs.

R.M. CONDON, 610 2nd Ave. S., St. Petersburg, Fla., wants "20th Century Manual of Ry. Station Service."

T. COTT, Carrick, Otranto, Sandycove, Dunleary, Ireland, buys, sells Baldwin catalogs, Irish tts.

HUGH CRABB, Box 332, Wesconnet Branch, Jacksonville, Fla., will sell back numbers of Railroad Magazine, Erie RR. Magazine, and Trains.

HARRY CUNNINGHAM, Box 15, Hallowell, Maine 04347, wants pen pals.

JEWEL DAVIS (age 53), 518 8th St., Alamosa, Colo., wants pen pals.

HELGA DENTON (age 52), N. 1221 Monroe Ave., Spokane, Wash., wants pen pals.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 10¢. Buys steam negs. CN, CP, TH&B.

PAUL DYER, 1808 Kemp, Wichita Falls, Tex., trades tts., emp. tts., rr. passes, guides, for coins.

DON DUKE, 2304 Melville Dr., San Marino 9, Calif., sells mint copies of new enlarged edition of Freeman Hubbard's book, "Railroad Avenue: Great Stories and Legends of American Railroading," $5.95 postpaid.

SCOTT EDMONSTON, 2307 Hanson Ave., Racine, Wis. 53405, buys 35mm color slides steam and diesel powered Soo trains 13-14 between St. Paul and Portal, N.D.

W.A. ELDREDGE, 3813 Horing Rd., Metairie, La., will trade 193 issues Popular Mechanics, '44-'63, for railroadiana. (SSE)

C.E. FANKHAUSER, Box 66, Haviland, Kan., wants CRI&P railroadiana, esp. rulebks. and annual reports.

ED FAWCETT, R.D. 2, Box 288C, Sellersville, Pa. 18960, wants frt. car pix UP Challenger, LA Southern Bell, M&A, T&NO, B&O Sentinel Service.

C. FEATHER, 442 Salvini Dr., Pittsburgh, Pa. 15216, will trade K4 Keystone, railroadiana, trolleyana, for PRR T-1 number and builder's plate, other items.

LES FISCHER, Box 496, Manna, Alta., Canada, trades CN tr. orders and emp. tts. for U.S. tr. orders. Wants railroaders' sons for pen pals, about age 16.

BOB FITZGERALD, 603 Woodland Dr., Havertown, Pa., wants D&H, NYS&W conductors' caps, uniforms.

CLYDE FOSTER, 848 Woodlawn Ave., Indianapolis, Ind., will sell 37 Railroad Magazines, 7/37-2/46.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich. 48197, sells list of NYC trains, '53-'64, diesels, cabooses, NYC emp. mags. (SSE)

ED FULCOMER, Rte. 2, 1706 Hillside Dr., Ft. Collins. Colo., will trade slides Alco demonstrators 628-1, 628-3, EMD 462 for other demonstrators.

BILL GOESCH, 4256 Brenau Ave., Kettering, Ohio 45429, wants Simmons-Boardman's "Popular Pix and Plan Bk. of RR Cars and Locos," '51, and "100 Yrs. of Steam Locos," '57.

JOHN GRAHAM, 1974 Valparaiso Ave., Atherton, Calif., will sell Johnson Type D fare-boxes and International duplex wall registers, good cond.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys, trades rr. stocks, bond, Poor's, Moody's Manuals.

WADE HALL, 715 N. 70th St., Seattle, Wash. 98103, will sell Copper River & NW cash fare rcpt. holder and rcpts. (SSE)

LES HARLOW, 29 E. Rosevear Ave., Orlando, Fla. 32804, will sell emp. tts. of A&D, ACL, B&O, C&O, Erie, GM&O, KCS, M&A, NYNH&H, NS, N&W, PRR, RF&P, SAL, SOU, VGN, UP, WP, etc. (SSE)

WALT HARRIS, 1668 Brandon Ave. S.W., Roanoke, Va. 24015, sells back issues Railroad Magazine, Trains, emp. tts., British and U.S. mdl. mags., rr. bks., etc. List 10¢.

JIM HAUGH, 3650 Mt. Vernon Rd., Sebastopol, Calif. 95472, sells and trades 35mm color slides rr. cars. (SSE)

Mrs. HELEN HECKER, 304 E. 24 St., Vancouver, Wash., wants pen pals, postmarks, bks., buttons.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells, trades orig. Kodachrome slides of diesels, cabooses, interesting cars, on approval. Buys rr. slide collections.

CLIFF HULL, 203 E. 16th St., North Little Rock, Ark., wants Trains albums 13, 15, 16.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10066, sells back issues Railroad Magazine, Trains, etc.; has large supply, can fill almost any order. (SSE) Buys collections of rr. hobby publications, good cond.

G. KIDDER, R.D. 1, Acton, Mass., will sell N.H. RR. Comm. Reports '95, '09, other N.E. railroadiana. No list. (SSE)

Miss ELSIE MAE KNIGHT (age 32), Rts. 1, Sewanee, Tenn., 37375, wants pen pals.

J. KUNIS, 707 Virginia Ave., Cumberland, Md., will sell B&O diagram book and 1943 Summary bk. (SSE)

BOB LAMPMAN, Box 337, Spooner, Wis. 54801, sells 3½x5½ steam pix. List, sample 25¢.

TOM LEE, Rt. 1, Livia, Ky. 42353, will trade NP steam whistle for N&W or L&N steam whistle.

JOE LEGER, 623 Ashbury St., San Francisco, Calif. 94117, buys, sells, trades railroadiana. (SSE)

M.D. LENGELLE, 19 Rue Jean LeClaire, Paris 17, France, seeks pix and data on rrs. in Colombia, South America.

BOB LOOKUP, Huron College, Huron, S.D., wants pen pals who remember PRR steam on Delmarva peninsula and Camden-Toms River branch.

DAVE LUSTIG, 6708 Mammoth Ave., Van Nuys, Calif., wants size 2¼x2¼ negs. of SP, SLSW diesels.

JIM LYNCH, 4127 Taylor Ave., Drexel Hill, Pa. 19026, desires info. and track plans PRR interlockings.

M. MAGARA, 111 W. 7th Ave., Roselle, N.J., wants loco classification and marker lamps.

RAY MAGEE, Box 744, Dequincy, La. 70633, will buy Nathan 6-chime steam whistle, switch keys, MP bldrs. plates, other railroadiana. Wants MP steam loco diagram book.

DICK MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, will sell four '92-'94 P&R monthly school tkts. and booklet "Pleasant Places on P&R, 1899."

EDMUND McGRATH, 40 W. Centre St., Mahanoy City, Pa., collects rulebooks, switch keys, esp. from abandoned and merged rrs.

JOHN McKANE, 3600 Peters Ave., Sioux City, Ia., wants S.F. Muncipal pix, slides, buttons, tokens, fare-boxes, bldrs. plates, roll signs, etc.

BOB MEYERS, 5359 S. Nordica, Chicago, Ill., 60638, wants pix, stories, about Chicago & Alton.

AL MILLER, 1836 Gardena Ave., Glendale, Calif., buys or trades for orig. color slides of diesels from Deep South.

ART MILLION, 1205 Oakes St., Grand Haven, Mich. 49417, will trade Lima diamond bldrs. plate from C&O 2-6-6-6 1648 for Baldwin circular plate.

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif., wants SP steam loco and tender diagrams.

BILL MILLSAP, Box 168, Robinson, Ill., buys rr. circus pix, any size, esp. Hagenback-Wallace, J. Robinson, and Barnes-Floto.

CHAS. MOCKBEE, 1573 Bowman Ave., Dayton, Ohio 45409, will sell Richey's "Elec. Ry. Handbook," 1915. Buys C&LE, FJ&G pix, tts.

WM. MOLL, 301 Locust Lane, State College, Pa. 16801, wants color slides of trolley systems abandoned before '58, also non-PCC SLPS trolleys, PTC track map.

ROSS MOORHEAD, Rt.1, Whitefish, Mont., sells Morse telegraph sounders and relays. (SSE)

ED MORAN, 3300 Netherland Ave., Bronx, New York, sells back issues of Railroad stories, MRC, Trains, Hobbies, etc.

C.O. MORRIS, 2115A Central, Alameda, Calif., wants active engineman or fireman as pen pal.

SSgt. CARL MUNCK, Box 99, CMR 1, APO 937, Seattle, Wash. 98737, sells any size steam, diesel pix of Alaska RR, CNJ, RDG, Pennsy, LV, D&H.

SHELDON MYREGAARD, 15 Oakland Ave., Lakewood, N.Y. 14750, will trade Waterways Journal 7/62-9/64 for railroadiana.

JOE NICHOLAS, 409 Nicholas Ave., Palmer, Mich. 49871, wants to hear from readers interested in old rr. songs, poems, records. He's collecting them to donate to achiever for permanent preservation.

W. NORCROSS, 5411 Whitby Ave., Philadelphia, Pa., will buy EMC, GM-EMC, FM-EMD cast builder's plates.

KEN ONDRACEK, 2016 S. 7th St., Omaha 8, Neb., will sell 20 International Corres. School textbooks on steam locos, their equipment, rules, firing, brakes, etc. Make offer.

CHRIS OSBORNE, 1046 Crane Blvd., Libertyville, Ill. 60048, will sell 33 tts. of Chicago rrs. from 2/64, excell. cond.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla., buys B&O steam action pix, loco diagrams. Sells, trades diesel diagrams, p.c. size pix many rrs. (SSE)

C.G. PARSONS, 123 Riverdale Rd., Liverpool, N.Y. 13088, sells Kodachrome 35 mm dupl. slides steam, diesel, trolleys. Sample 25¢.

GLEESON PERRY, Box 875, Brownwood, Tex. 76802, sells copies of his 36-pg. booklet "My Old Iron Horse Has Passed and Gone."

M.E. POOLE, Box 5209, Va. Tech. Sta. A., Blacksburg, Va., wants back issues of N&W Mag., books, other N&W material.

JOHN POPOCZY, 3069 Ludlow Rd., Shaker Hts., Ohio 44120, will sell Railroad Magazine '35-'54 except '40, good cond. except 2 or 3 without covers.

JOE QUINN, Box 1044, Tillson N.Y., sells size 616 diesel negs., 35mm color slides.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15112, trades PRR dining-car menus for other rr. menus. Trades lanterns, tts., railroadiana.

FRANK REILLY, 306 Front St., Dunellen, N.J., sells 35mm slides, pix German Ry. steam, European tkts., German emp. tts., or will trade for CNJ railroadiana.

B.F. ROBERTS, 2404 Norwood Ave., Savannah, Ga. 31406, sells 8x10 and 4x5 pix of steam, diesel pix Cliffside, P&N Argent Lbr., S&A, ET&WNC, NZG, SOU, CC&O, C&WC, etc. (SSE)

DALE ROBERTS, Box 2074, Greenville, N.C. 27835, buys any size SOU steam pix, esp. 2-10-2's.

DAVE RODRIGUEZ (age 21), 445 E. Sydney St., St. Paul, Minn., wants any age pen pals.

LOUIS ROSSI, Orange County Community Collegs, Middletown, N.Y., wants pix of Sterling Mt. Ry., Southfields Br. Ry., Forest of Dean Iron Ore. Co. rr., and Ringwood Mine Ry., for use in book he is writing.

FRANK SAARNI, 1232 Everett St., El Cerrito, Calif., will buy PRR Keystone number plate.

STEVE SCALZO. 5305 Belcrest Ct., Peoria, Ill., sells and trades orig. and dupl. color slides SLPS, NOPS, CTA for PTC, MTA, PSCT, BTC, DCT, PST.

WAYNE SCOTT, 2026 S. Dakota St., Sioux Falls, S.D., will buy trains Photo Album 15 on GN steam.

JIM SEACREST, 2753 S. 27, Lincoln, Neb. 68502, wants pen pals in Chicago, Minneapolis, Kansas City, Billings, and Denver areas to sell sizes 116, 4x5, and 122 negs. of CB&Q.

BOB SELLE, 4515 W. Park Rd., Hollywood, Fla. 33021, trades and sells sizes 122, 616, 620 caboose pix, negs. Wants B&N loco pix, any size.

HOWARD SERIG, Far Hills, N.J., wants bell-hanger or frame for std. PRR steam loco bell.

AL SHADE, 9831 Aldridge Dr., Columbia Station, Ohio, sells on approval sizes 116 and p.c. size pix and 35 mm b&w slides of trolleys, steam, most U.S., Canadian rrs.

T. SONSTENG, N. 1507½ Division St., Spokane, Wash., sells mine rail paperweights 2x2".

BOB SPRAGG, 1050 Plymouth St., Windsor, Conn., buys 35mm orig. color slides U.S., Canadian non-fantrip Class I steam.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells 35mm color slides, b&w pix steam, diesel, wrecks. List free.

JAKE STEFFEN, 914 1st Ave. N.E., Minot, N.D., wants to hear from descendents of Tom Keenan, locomative engineer.

WALLY STEIGERWALD, 3436 Cheviot Ave., Cincinnati, Ohio 45211, sells loco pix, tts., emp. tts., rulebks., Trains mag., other railroadiana. (SSE)

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, will sell 1898 and 1905 Off. Guides or trade for orig. steam bldrs. pix.

TOM STRAUSS, 11550 Xavis St. N.W., Coon Rapids, Minn. 55433, buys any size pix diesels of CMSP&P, CB&Q, C&NW, NP, GN, DM&IR, SP&S, CRI&P, Soo 2102, 2103.

TED THOMPSON, 2006 Blaine St., Williamsport, Pa. 17705, sells emp. tts., tts., tr. orders, pix, postcards, rule bks., other railroadiana. (SSE)

B.S. VICTOR, 75 Chapel Market, Islington, London, England, trades English steam loco recordings. Wants U.S. rr., trolley slides.

WM. VIEKMAN (Trains mag. writer), 118 Goffle Hill Rd., Hawthorne, N.J. 07506, sells RPO psgr. covers with rr. emblems, ticket-dater validation, RPO cancel on each: streamliners, locals, doodlebugs. List 25¢. (SSE)

A.R. WARD, 108 Midvale Ave., Midvale, Wanaque, N.J. 07465, buys, sells, trades 3½x5 shortline diesel and steam pix. Wants pix DL&W 25th St. Bklyn. and Wallabout Mkt. operations.

JOHN WEBER, 1604 Dogwood Rd., Flourtown, Pa., wants pix of train wreck at Wilslow Jct., N.J.; also track diagrams, pix of RDG, PRR, CNJ seashore operations.

A.W. WEILAND, 15016 Schuyler Ave., Cleveland, Ohio 44111, sells corner-card covers and RPO cancellations. (SSE)

CECIL WILKINSON, 14522 State St., Riverdale, Ill. 60627, wants any siz pix EJ&E 0-6-0 82.

Mrs. OPAL WORPMON (age 46), White House, Ky., wants to hear from pen pals.

DICK YOUNG, 2115 S. Oak Park Ave., Berwyn, Ill., will sell 1200 Mylar tape recordings of CB&Q 5632. Sample 50¢.

JOHN YOUNG, Box 44, Station D, Hamilton, Ont., Ont., Canada, wants pen pals, ages 16-25.

MIKE BOYAR, Box 2066, G.P.O. New York, N.Y. 10001 trades rr. pix and slides for large foreign stamps, good cond. Wants overseas pen pals.

RAY CORLEY, 490 Albertus Ave., Peterborough, Ont., Canada, disposing of large collection CN emp. tts., also Canadian and U.S. public tts. (SSE)

TOM DORSEY, 5437 Remmell Ave., Baltimore, Md. 21206, will buy Balto. Transit pix, slides, negs., color or b&w, esp. PCC 7311. Send list. Answers all mail.

TOM FRANCIS, 702 Railroad St., Ysilanti, Mich. 48197, wants NYC pre-1920 tts. and lists of NYC trains, same date. NYC trainmen, please write.

J.W. FRASER, 661 Glen Rd., Danville, Calf. 94526, wants Off. Guides, 1890-1910; trades other Off. Guides, old issues Railroad Magazine and Trains, emp. tts., rr. player records, for what-have-you.

LES FREMMING, 1650 N. Pacific St., Kelso, Wash. 98626, will trade orig. steam negs. for switchmen's kerosene lanterns; or will buy; state rr. initials, cond., price.

T.J. GASCOIGNE, 23 Spadina Rd., Toronto 4, Ont., Canada, buys orig. 35mm color slides Rut. diesel and steam locos, action shots CN 6167, esp. winter scenes; ORy elecs., CN GR-25a's, OTC trolleys.

TED GAY, 6 Northview Dr., Morris Plains, N.J., selling pc and size 116 negs., orig. and copied slides, 16mm color, b&w, silent and sound movies, much/steam. Write wants. (SSE) (Ed. note: We've known Ted for years; he has good quality steam action shots.)

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades, sells orig. 35mm Kodachrome slides of diesels, cabooses, interesting cars, all from his area.

JOHN HIRSCHINGER, Box 303, Baraboo, Wis., will sell BLE Journals, engr's daily trip report, brakeman's mags., late 1800's.

TIM MADER, Box 562, Alderson-Broaddus College, Philippi, W. Va. 26417, wants 35mm color slides Pennsy elec. GG-1, E-2b, E-3c, FF-1. (SSE)

A. LaPRESTO, Rm. 922, 41 Union Sq. W., New York, N.Y. 10002, disposing of big railroadiana collection; will sell negs., logging rd. books, 116 box camera, 127 folding camera. Send for list.

JOHN MARTIN (age 15), 8570 St., Centerline, Mich. 48015, seeks rr. pen pals, esp. in Mich. (Ed. note: John, there's an IC engr. with your name, 1249 Worthington St., Memphis, Tenn., but he's too busy to be a pen pal.)

PAUL MARTIN, 14648 Prospect St., Dearborn, Mich., wants pen pals; swaps NYC, GN, SP emp. tts. for those of other rds.

EARL MOORE, 4532 River Rd., Schiller Park, Ill. 60176, wants pix of street and interurban RPO cars.

P. MURPHY, 2178 Harvard Ave., Montreal 28, Que., Canada, wants any size b&w pix Ontario interurbans, WE&LS LE&N, GRR, NStC&T, L&PE, L&PS, Niag. Gorge Line.

C.E. PATTON (age 31), 1312 E. 53rd St., Chicago, Ill. 60615, wants to hear from readers. (Ed. note: you forgot to say about what you'd like them to write about.)

RALPH PHILLIPS, 188 Marlboro St., Boston, Mass. 02116, buys, trades 35mm color slides, steam, diesel. Wants slides of B&M diesels 113, 116, 3820, 1104, 1113, 1163, 1164, etc.

LOUIS POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, pic of trackside grave and hobo pic. (Ed. note: Lou, your entry is confusing. Do you want to buy, sell, or trade such pictures?)

DAVID POND, Box 9496, Midtown Station, Rochester, N.Y. 14604, editor-publisher of bi-monthly illust. journal "The Lantern," $1.50 a year; sample copy free.

TUCK RICHARDSON, Box 201, Eufaula, Okla. 74432, wants to hear from railfanettes, aged 18-24, esp. in Southwest. Is interested in photography and train-sound recording. Answers all mail.

J. SHAFER, 4359 Lafayette Rd., Evansdale, Iowa, will buy rr. pix, postcards, bks., mags., letters, watch fobs, pencils, pens, other railroadiana. Write first.

CURT TILLOTSON, Jr., College St., Oxford, N.C. 27565, wants pix SOU steam, incl. action; prefers 8x10's.

WALT WEART, 10411 Diversey Ave., Melrose Park, Ill. 60164, sells Chi. Transit Auth. pic of new cars, with Illinois steam and electric photo list, both 15¢.

GULF, MOBILE & OHIO RAILROAD

Locomotive roster compiled by Sy Reich

Road Nos.	HP	Builder	Bldr's. Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
10-24	1000	Alco-GE	S2	B-B	57,500	230,000	1944-5	
50-59	1000	Alco-GE	RS-1	B-B	60,000	240,000	1945	
100, 101-103, 101A-103A	2000	GM-EMD	E7A	A1A-A1A	52,000	315,000	1945-6	
100A	1800	GM-EMC	EA	A1A-A1A	59,200	316,500	1937	1
270-272	2000	Alco	PA-1	A1A-A1A	?	?	1940-3	2
280-281	2000	BW	DR 6•4-20	A1A-A1A	?	?	1946-7	
290-292	2000	Alco-GE	PA-2	A1A-A1A	59,000	316,200	1946-7	2
500-530	2250	GM-EMD	GP30	B-B	65,000	260,000	1963	
601-612	2500	GM-EMD	GP35	B-B	?	?	1964	
661-664	660	Alco-GE	S1	B-B	49,750	199,000	1940	
700-754	1500	Alco-GE	FA-1	B-B	60,000	242,600	1946-7	3
B-1—B-37	1500	Alco-GE	FB-1	B-B	60,000	242,000	1946-9	4
800A, B-810A, B 811A	1500	GM-EMD	F3A	B-B	57,500	230,000	1946-7	
B60-B64	1500	GM-EMD	F3B	B-B	57,500	230,000	1947	
811B, 812A, B, 813A	1500	GM-EMD	F7A	B-B	57,500	230,000	1949	
B65-B74	1500	GM-EMD	F7B	B-B	57,500	230,000	1949	
880A, B-882A, B, 883A-885A	1500	GM-EMD	F3A	B-B	57,500	230,000	1946-7	
B80-B82	1500	GM-EMD	F3B	B-B	57,500	230,000	1947	
1001-1012	1000	Alco-GE	S2	B-B	58,000	230,600	1941, 2, 6	
1102-1117	1000	Alco-GE	RS-1	B-B	60,000	240,000	1944-7	
1120-1127	1000	Alco-GE	RS-1	B-B	60,000	240,000	1948-9	
1200	1800	EMC	EB	B-B	?	?	1935	5
1501-1523	1500	Alco-GE	RS-2	B-B	60,900	243,960	1948 52	
1900	1500	Ingalls	CA-6	B-B	?	?	1946	

GM&O Roster Notes

Roster, based on data from GM&O chief mechanical officer, is accurate as of Aug. 26, 1964. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Motors, Electro Motive Div.; GM-EMC, General Motors, Electro Motive Corp.; Alco, American Locomotive Co.; BW, Baldwin-Westinghouse; EMC, Electro Motive Corp.; Ingalls, Ingalls Shipbuilding Co. Notes:

(1) No. 100A was originally Baltimore & Ohio 52 (1st), class DE-2, builders model EA. It was inherited by the Alton, then GM&O, and rebuilt to E8A (mod), 2000 hp in 1953.

(2) Scrapped.

(3) 38 units are still on the roster; the rest have been scrapped.

(4) Four units are still on the roster; the rest have been scrapped.

(5) No. 1200 was originally B&O 50, class DE 1. It was reclassed DP-1 and inherited by the Alton, then the GM&O, renumbered 100, then 1200. Retired 1/31/57 and sold to the wrecking concern Hyman-Michaels, then to National Museum of Transport for permanent exhibition. ●

Model Trading Post

ROBT. BAKER, Petawa Point Courts, Petawa, Ont., Canada, wants to contact someone who will custom-build HO scale model of CN 4-8-4 No. 6167.

C.E. FANKHAUSER, Box 66, Haviland, Kan., wants new or used United-PFM V&T 26 ten-wheeler, less tender.

IAN FORBES, 727-B MEMQ, NAS, Patuxent River, Md. 20670, sells Series 1 kits of Ambroid 1/5000 or will trade for HO locos.

TED GAY, 6 Northview Dr., Morris Plains, N.J., will sell 00 gage 10-wheeler with pass. cars and 10-wheeler with frt. cars.

Mrs. C.A. HEWATT, Box 1343, Columbus, Ga., will sell Buddy L equip. (SSE)

JOHN KELLY, 1732 Pennsylvania Ave., West Mifflin, Pa., will sell 072 equip., incl. 3 curve trk., 4 straight trk., box car, tank car.

J.R. LAUGHLIN, 33-R Winthrop St., Rehoboth, Mass., will sell 12" gage 4-4-2 steam loco and 24" gage steam loco. Pix, details $1.

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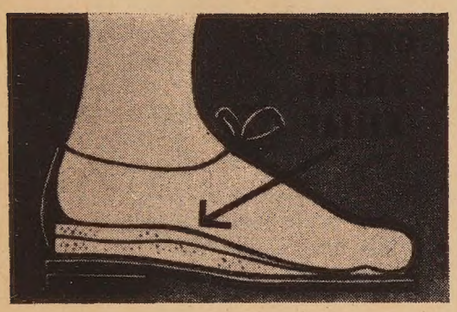

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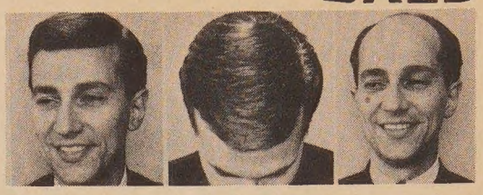

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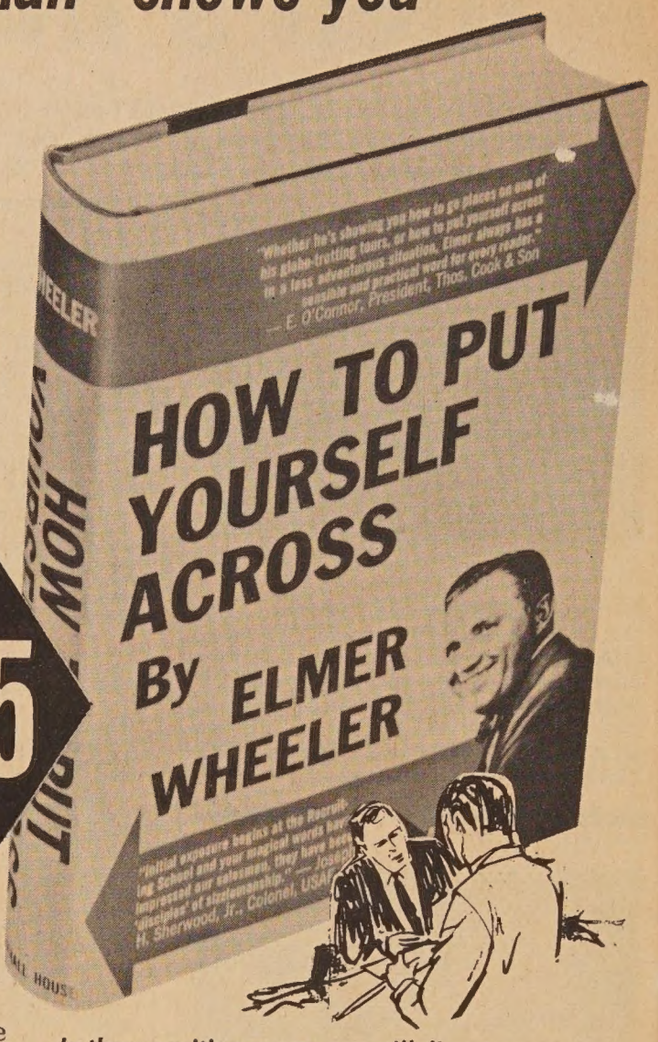

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

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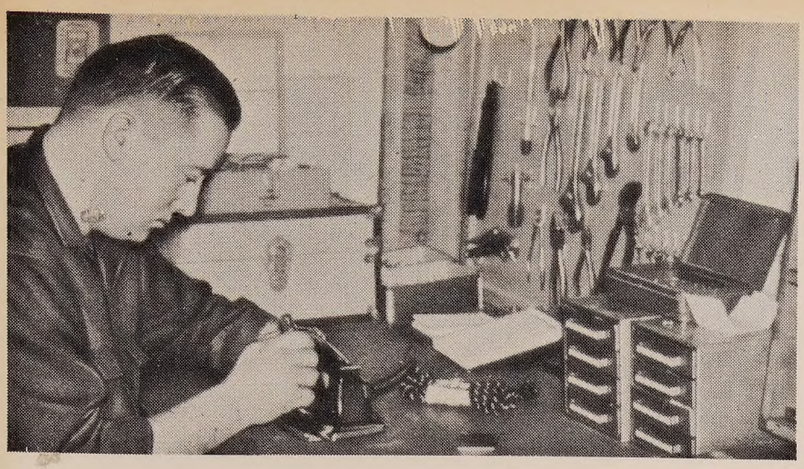

Has shop in basement—gets "more and more work all along"

"I HAD PRACTICALLY no knowledge of any kind of repair work. One day I saw the ad of NRI in a magazine and thought it would be a good way to make money in my spare time. Now I am busy almost all my spare time and my day off—and have more and more repair work coming in all along. I have my shop in the basement of my home."

—JOHN D. PETTIS,
172 N. Fulton, Bradley, Illinois

IF YOU'VE BEEN WANTING TO START "A LITTLE BUSINESS OF YOUR OWN" IN YOUR BASEMENT OR GARAGE

CHECK the advantages of NRI training in Servicing Electrical Appliances

- ☐ **STEADY DEMAND** for your services. Over 400 million appliances in U.S. – 6 million sold last year alone – mean shortage of trained appliance service men.
- ☐ **NO ELABORATE EQUIPMENT NEEDED** — just simple hand tools, and Appliance Tester which we provide at no extra charge.
- ☐ **START SMALL – GROW BIG.** You can start out in your own basement or garage, in spare time. Gradually expand until you open your own shop.
- ☐ **NO NEED TO RISK YOUR SAVINGS.** Many businesses require a sizable investment. But here you can build up a following of customers *first*, then open a full-time shop if you wish to.
- ☐ **EARN $3 TO $5 PER HOUR.** Fixing appliances is a high-paying skill because the demand for trained men is so great.
- ☐ **ENJOY SEMI-RETIREMENT ON A GOOD INCOME.** When you're ready to retire, you can devote a few hours a day to this work. Live and work anywhere you please.
- ☐ **NO PREVIOUS EXPERIENCE OR TRAINING NEEDED.** We tell you and show you everything you need to know, in plain English and clear pictures.

IF YOU'RE like so many men today, you've been "hankering" to start "a little home business of your own." In spare time at first, then maybe full-time later on. Something you'd enjoy – and that pays well. Something that fills an existing need in your neighborhood or town – that "sells itself," without any high pressure arguments – that doesn't take a big investment or elaborate equipment.

This is it—Servicing Electrical Appliances! Now is the perfect time to get into it. Sales of electrical appliances have skyrocketed. Look how YEARLY SALES have risen since 1950: Coffee Makers – from 900,000 to 4,750,000. Room Air Conditioners—from 200,000 to 1,800,000. Clothes Dryers—from 318,000 to 1,425,000. Floor Polishers – from 240,000 to 1,090,000. No wonder that men who know how to service appliances properly are making $3 to $5 an hour—in spare time or full time!

Your Skill Always in Demand —"Set Up Shop" Anywhere

People need their appliances fixed in good times or bad. Once word gets around that you are trained to service them, you'll have plenty of work.

Your training costs less than 20¢ a day. And you need only the few basic tools you may already have – and an Appliance Tester which we provide at no extra charge. You can work anywhere—in a corner of your basement or garage, even on the kitchen table. If you like, you can open up your own shop, have others work for you. And you can save money by fixing your own appliances.

FREE BOOK
and Sample Lesson

Our 24-page Free Book tells how you can "cash in" on America's "Electrical Appliance Boom"—the money our students are making, what they say about us.

Free Sample Lesson shows how simple and clearly illustrated our instruction is—how it can quickly prepare you for a profitable future in this big field. Mail coupon, letter, or postcard to: *National Radio Institute, Dept.* 732-025 *Washington 16, D.C.* (No obligation – and no salesman will call on you.)

EARN WHILE YOU LEARN
with this APPLIANCE TESTER
— Yours at No Extra Charge

Your NRI Course comes *complete* with all the parts to assemble a sturdy, portable Appliance Tester that helps you earn while you learn. Easy-to-follow manual tells how to assemble and use the Tester *right away*. Locate faulty cords, short circuits, poor connections, etc. in a jiffy; find defects in house wiring; measure electricity used by appliances; many other uses.

With this Tester you save time and make money by doing jobs quicker, making sure appliances operate correctly after repairs.

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Please send me Free Book about your Electrical Appliance Repair Course and a free Sample Lesson. I am particularly interested in:

☐ Spare Time Earnings ☐ Business of My Own ☐ Better Job

I understand there is no obligation on my part; and no salesman will call.

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